# **NACOmatic**

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MHR

MHV

MIT

MMH

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MYF

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Kindle-DX Index; by AptID
                                      Use "Menu", then "Goto Page"
       TRK - 1008
       TRM
           - 627
           - 983
       TVL
       UDD
           - 633
       UKI - 1021
       VBG - 327
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VCB - 1026 VCV - 1041 VIS - 1045 VNY - 1030

- 434 WJF - 295 WLW - 1056 WVI - 1049

WHP

NA when control tower closed.

1000-3.

<sup>1</sup>Categories A, B, 1000-2; Categories C,D,





## INSTRUMENT APPROACH PROCEDURE CHARTS

# AIFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS	NAME ALTERNATE MINIMUMS
ARCATA-EUREKA, CA	CRESCENT CITY, CA
ARCATA ILS Rwy 32 <sup>13</sup>	JACK MC NAMARA
ILS or LOC/DME Rwy 3223	FIELD RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 134	NA when local weather not available.
RNAV (GPS) Rwy 1435	
RNAV (GPS) Rwy 3235	DAVIS WOODLAND WINTERS, CA
VOR/DME Rwy 14 <sup>3</sup>	YOLO COUNTY RNAV (GPS) Rwy 16
¹LOC, NA.	RNAV (GPS) Rwy 34
<sup>2</sup> ILS, 700-2.	NA when local weather not available.
<sup>3</sup> NA when local weather not available.	EDEONIO OA
<sup>4</sup> Categories A, B, 1000-2½; Category C,	FRESNO, CA
1000-234; Category D, 1000-3.	FRESNO YOSEMITE
<sup>5</sup> Category D, 800-2¼.	INTL ILS or LOC/DME Rwy 29R
BISHOP, CA	LOC Rwy 11L VOR/DME or TACAN Rwy 11L
EASTERN SIERRA RGNL LDA/DME Rwy 16 <sup>1</sup>	VOR/DME of TACAN RWy 11L VOR/DME or TACAN Rwy 29R
RNAV (GPS) Y Rwy 12 <sup>23</sup>	Category E, 900-2%.
RNAV (GPS) Z Rwy 12 <sup>24</sup>	Category L, 900-274.
VOR or GPS-A,3300-3 <sup>5</sup>	HANFORD, CA
VOR/DME or GPS-B <sup>6</sup>	HANFORD MUNI RNAV (GPS) Rwy 32
¹Categories A,B, 2300-2; Categories C,D,	VOR-A
2300-3.	NA when local weather not available.
<sup>2</sup> NA when local weather not available.	
<sup>3</sup> Categories A, B 2500-2; Category C, 2500-3.	HAYWARD, CA
<sup>4</sup> Categories A, B, 2300-2; Category C, 2300-3.	HAYWARD
<sup>5</sup> NA when Bishop altimeter setting not	EXECUTIVELOC/DME Rwy 28L1
available.	RNAV (GPS) Y Rwy 28L <sup>2</sup>
<sup>6</sup> Categories A,B, 3200-2; Categories C,D,	RNAV (GPS) Z Rwy 28L <sup>2</sup>
3200-3.	VOR or GPS-A <sup>3</sup>
CHICO CA	1NA when control tower closed.
CHICO, CA	<sup>2</sup> NA when local weather not available.
CHICO MUNIVOR/DME Rwy 13L VOR/DME Rwy 31R	<sup>3</sup> Category C, 800-21/4; Category D, 800-21/2.
NA when control tower closed except for	HOLLISTER, CA
operators with approved weather reporting	HOLLISTER MUNI RNAV (GPS) Rwy 31
service.	NA when local weather not available.
CONCORD, CA	LIVERMORE, CA
BUCHANAN FIELDLDA Rwy 19R	LIVERMORE MUNI ILS Rwy 25R
RNAV (GPS) Rwy 19R1	NA when control tower closed.

Category D, 800-21/4.



## **ALTERNATE MINS**



NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
MADERA, CA		NAPA, CA	
MADERA MUNI	RNAV (GPS) Rwy 12	NAPA COUNTY	LOC Rwy 36L1
	RNAV (GPS) Rwy 30		RNAV (GPS) Y Rwy 36L <sup>23</sup>
NA when local	weather not available.		RNAV (GPS) Z Rwy 36L34
			VOR Rwy 6⁵
MARYSVILLE	, CA	<sup>1</sup> NA when control	tower closed; Category D,
YUBA COUNTY	Y RNAV (GPS) Rwy 14	1200-3.	
	RNAV (GPS) Rwy 32	<sup>2</sup> Categories A, B,	1600-2; Categories C, D,
NA when local	weather not available.	1600-3.	

## MERCED. CA

CASTLE ..... ILS or LOC/DME Rwy 31 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 31 VOR/DME Rwy 31

NA when local weather not available.

MERCED RGNL/MACREA	\DY	
FIELD	ILS or LOC Rwy	30 <sup>1</sup>
	LOC BC Rwy	12 <sup>1</sup>
	RNAV (GPS) Rwy	30 <sup>2</sup>
	VOR Rwy	30 <sup>2</sup>

<sup>1</sup>NA when class E airspace not in effect. <sup>2</sup>NA when local weather not available.

### MODESTO, CA

MODESTO CITY-COUNTY-HARRY SHAM FIELD ...... ILS or LOC/DME Rwy 28R1 RNAV (GPS) Rwy 28R

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

## MONTEREY, CA

MONTEREY PENINSULA ..... ILS or LOC Rwy 10R12 LOC/DME Rwy 28L13 RNAV (GPS) Rwy 10L4 RNAV (GPS) Y Rwy 10R5 RNAV (GPS) Y Rwy 28L6

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Categories A,B,C, 800-2; Category D, 900-234. LOC, Category D, 900-234.

3Categories A,B, 1500-2, Categories C,D, 1500-3.

4Categories A,B, 1100-2.

5Category D 900-234.

<sup>6</sup>Categories A, B, 1400-2; Category C, 1400-3.

## PALO ALTO, CA

5Category D, 1300-3.

PALO ALTO AIRPORT OF SANTA CLARA COUNTY .... VOR/DME Rwy 31 NA when control tower closed.

## RED BLUFF, CA

RED BLUFF MUNI ...... RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 33 VOR Rwv 33 VOR/DME Rwy 15

NA when local weather not available

3NA when local weather not available.

<sup>4</sup>Category C, 900-23/4; Category D, 1200-3.

## REDDING, CA

REDDING MUNI ..... ILS or LOC/DME Rwy 3413 LOC/DME BC Rwy 1623 RNAV (GPS) Rwy 343 VOR Rwy 344

<sup>1</sup>ILS, Categories A, B, C, 700-2; Category E, 900-3. LOC, Category E, 900-3.

<sup>2</sup>NA when control tower closed.

3NA when local weather not available.

<sup>4</sup>Category C, 800-21/4; Category D, 800-21/2.

## SACRAMENTO, CA

SACRAMENTO

EXECUTIVE .....ILS or LOC Rwy 2 RNAV (GPS) Rwy 2 VOR Rwy 2

NA when local weather not available.

SACRAMENTO INTL ...... ILS or LOC Rwy 34L RNAV (GPS) Rwy 16L RNAV (GPS) Rwy 16R RNAV (GPS) Rwy 34L RNAV (GPS) Rwy 34R1

NA when local weather not available.

<sup>1</sup>Category D, 800-21/4.

SACRAMENTO MATHER . ILS or LOC Rwy 22L NA when control tower closed. Category E, 800-21/2.



# **ALTERNATE MINS**



_	_		_
NAME	ALTERNATE MINIMUMS	NAME ALTERNATE MINIMUMS	
SALINAS, CA		SANTA ROSA, CA	
	IILS Rwy 311	CHARLES M. SCHULTZ-	
SALINAS MUN		SONOMA COUNTY ILS or LOC Rwy 32	,
	LOC/DME Rwy 31 <sup>2</sup>	ILS, Categories C.D. 700-2.	•
	RNAV (GPS) Rwy 13 <sup>23</sup>	NA when control tower closed.	
	RNAV (GPS) Y Rwy 3123	NA when control tower closed.	
	RNAV (GPS) Z Rwy 31 <sup>23</sup>	SOUTH LAKE TAHOE, CA	
	VOR Rwy 13⁴	LAKE TAHOE, CA	_
	D, 700-21/4. LOC, NA.	LAKE TAHUE VUR/DIME OF GPS-A,2600-5	)
<sup>2</sup> Category D, 8		STOCKTON CA	
	ıl weather not available.	STOCKTON, CA	
<sup>4</sup> Category D, <sup>2</sup>	1000-3.	STOCKTONMETRO ILS or LOC Rwy 29R	
		RNAV (GPS) Rwy 11L	
SAN FRANCIS		RNAV (GPS) Rwy 29R	2
SAN FRANCIS	CO	<sup>1</sup> ILS,Category D, 700-2.	
INTL	ILS Rwy 19L1	<sup>2</sup> NA when local weather not available.	
	ILS or LOC Rwy 28L1	LUZIALI OA	
	ILS Rwy or LOC 28R1	UKIAH, CA	
	RNAV (GPS) Z Rwy 19L <sup>2</sup>	UKIAH MUNILOC Rwy 15	
	RNAV (GPS) Rwy 28L <sup>3</sup>	RNAV (GPS)-B	
	RNAV (GPS) Z Rwy 28R4	VOR-A	3
	VOR or GPS-B,1200-3	<sup>1</sup> Categories A, B, 1800-2; Categories C, D,	
	VOR Rwy 19L⁵	1800-3.	
<sup>1</sup> ILS, Category	A, 800-2; Category B, 1000-2;	<sup>2</sup> Categories A, B, 2000-2; Categories C, D,	
Category C,	1100-3; Category D, 1200-3.	2000-3.	
	ry B, 1000-2; Category C,	<sup>3</sup> Categories A, B, 2800-2; Categories C, D,	
1100-3; Cate	gory D, 1200-3.	2800-3.	
	B, C, D, 1200-5.		
	B, 1200-2; Categories C, D,	VACAVILLE, CA	
1200-3.	, , , ,	NUT TREE RNAV (GPS) Y Rwy 20	
4Categories A.	B, 1100-2; Category C, 1100-3;	RNAV (GPS) Z Rwy 20	
Category D,		VOR/DME-A	١
	1000-2; Category C, 1100-3;	NA when local weather not available.	
Category D.			
		VISALIA, CA	
SAN JOSE, CA	Α	VISALIA MUNI ILS or LOC/DME Rwy 30	)
NORMAN Y MI		RNAV (GPS) Rwy 12	2
	LILS or LOC Rwy 12R1	RNAV (GPS) Rwy 30	)
J. 11 000E 1141	120 01 200 11.11y 1211	NIA I I I I I I I I I I I I I I I I I I	

SAN JOSE INTL ..... ILS or LOC Rwy 12R1 ILS or LOC/DME Rwy 30L1 RNAV (GPS) Y Rwy 30L2 VOR Rwy 12R1

<sup>1</sup>NA when control tower closed. <sup>2</sup>NA when local weather not available. WATSONVILLE, CA

WATSONVILLE MUNI ..... LOC Rwy 2 NA when local weather not available.

NA when local weather not available.

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## **ALTERNATE MINS**



## INSTRUMENT APPROACH PROCEDURE CHARTS

# A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS  BAKERSFIELD, CA  MEADOWS FIELD . ILS or LOC/DME Rwy 30R  VOR/DME Rwy 30R  NA when control tower closed.  NA when local weather not available.	NAME ALTERNATE MINIMUMS  DAGGETT, CA  BARSTOW-DAGGETT RNAV (GPS) Rwy 22  RNAV (GPS) Rwy 26  NA when local weather not available.  Category B, 900-2; Category C, 1000-2¾;  Category D, 1000-3.
BLYTHE, CA BLYTHE	EL MONTE, CA  EL MONTE
LOC Y Rwy 82 RNAV (GPS) Y Rwy 82 VOR Rwy 83 <sup>1</sup> Category D, 700-2. <sup>2</sup> Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.	FULLERTON, CA FULLERTON MUNILOC/DME Rwy 24¹ VOR-A² ¹NA when control tower closed. ²Categories A,B, 1500-2.
3Category D, 900-3.  CAMARILLO, CA  CAMARILLORNAV (GPS) Rwy 8 <sup>1</sup> RNAV (GPS) Y Rwy 26 <sup>1</sup> RNAV (GPS) Z Rwy 26 <sup>1</sup>	HAWTHORNE, CA HAWTHORNE MUNI LOC Rwy 25 NA when control tower closed.  LA VERNE, CA
VÓR Rwy 262 <sup>1</sup> NA when local weather not available. <sup>2</sup> Categories A, B, 1100-2; Category C, 1100-3.  CARLSBAD, CA  McCLELLAN-PALOMAR ILS or LOC Rwy 24 <sup>12</sup> RNAV (GPS) Rwy 24 <sup>3</sup>	BRACKETT FIELD ILS Rwy 26L LOC Rwy 26L VOR or GPS-A¹ NA when control tower closed. ¹Category C, 800-2½.  LANCASTER, CA
VOR-A <sup>4</sup> <sup>1</sup> NA when control tower closed. <sup>2</sup> ILS, Categories A,B,700-2; Category C, 800-2½. LOC, Category C 800-2½. <sup>3</sup> Category D, 800-2½. <sup>4</sup> Categories A,B, 1000-2; Category C, 1000-3.  CHINO, CA	GENERAL WILLIAM J. FOX AIRFIELD

CHINO ...... ILS or LOC Rwv 26R

NA when control tower closed.

## **ALTERNATE MINS**



ALTERNATE MINIMUMS

RNAV (GPS) Rwv 92

RNAV (GPS) Rwy 934 RNAV (GPS) Rwy 275

VOR or GPS-A.800-23/42

LOC Rwy 27

VOR/DME-A3

VOR-A<sup>36</sup>

VOR-B37 VOR Rwy 935

NAME ALTERNATE MINIMUMS LOMPOC,CA

LOMPOC ..... RNAV (GPS) Rwv 251 VOR/DME-A2

RNAV (GPS) Z Rwy 303

<sup>1</sup>NA when local weather not available. <sup>2</sup>Categories A,B, 900-2.

LONG BEACH, CA

LONG BEACH(DAUGHERTY

FIELD) ...... ILS or LOC Rwv 3012

VOR or TACAN Rwy 3014 <sup>1</sup>NA when control tower closed. 2ILS, Categories A,B, 900-2; Category C,

900-21/2; Category D, 900-23/4. LOC, Categories A,B, 900-2, Category C, 900-21/2; Category D, 900-23/4.

3Categories A,B, 900-21/4; Category C, 900-21/2; Category D, 900-23/4. <sup>4</sup>Categories A,B, 900-2; Category C, 900-21/2;

Category D, 900-23/4.

LOS ANGELES, CA

WHITEMAN ...... VOR-A Categories A,B, 900-2; Category C, 900-21/2.

NA when control tower closed. NEEDLES.CA

NEEDLES VOR-A Category D, 800-21/2.

22 OCT 2009 to 19 NOV 2009

OCEANSIDE, CA OCEANSIDE MUNI ......VOR-A

Categories A,B, 1200-2. ONTARIO, CA

> RNAV (GPS) Y Rwy 26L RNAV (GPS) Y Rwy 26R

ONTARIO INTL ..... RNAV (GPS) Y Rwy 8L

NA when local weather not available.

OXNARD, CA

ONTARIO INTL .....ILS Rwy 251

LOC Rwy 251 RNAV (GPS) Rwy 25

NA when local weather not available. <sup>1</sup>NA when control tower closed.

PALM SPRINGS, CA

JACQUELINE COCHRAN

RGNL VOR-A

NA when control tower closed. Categories A,B, 1300-2; Categories C,D, 1300-3.

PALM SPRINGS

1900-3.

INTL ......VOR or GPS-B Categories A,B, 1900-2; Categories C,D,

NAME

PASO ROBLES, CA PASO ROBLES MUNI ...... VOR or GPS-A

Categories A.B. 1300-2: Categories C.D. 1300-3.

RAMONA, CA

RAMONA ..... RNAV (GPS)-B1

NA when local weather not available.

<sup>1</sup>Categories A,B, 1400-2; Category C, 1400-3. <sup>2</sup>Categories A, B, 900-2; Category C, 900-2½.

3Categories A,B 1200-2; Category C, 1200-3. RIVERSIDE. CA

RIVERSIDE MUNI ......ILS or LOC Rwy 912

<sup>1</sup>NA when control tower closed. 2ILS,LOC, Category C, 900-21/4; Category D,

<sup>3</sup>NA when local weather not available. <sup>4</sup>Categories A, B, 1000-2; Categories C, D,

<sup>5</sup>Categories A, B, 1300-2; Categories C, D, <sup>6</sup>Categories A, B, 1500-2; Categories C, D,

<sup>7</sup>Categories A, B, 1200-2; Categories C, D, 1200-3

SAN DIEGO, CA BROWN FIELD MUNI ... RNAV (GPS) Rwy 8L1

<sup>1</sup>NA when local weather not available <sup>2</sup>NA when control tower closed.

MONTGOMERY FIELD .....ILS or LOC/DME Rwy 28R

NA when control tower closed

SAN DIEGO INTL ..... ILS or LOC Rwy 9

RNAV (GPS) Rwy 9 Categories A,B, 900-2; Category C, 900-21/3; Category D, 900-21/2.





### NAME ALTERNATE MINIMUMS

SAN DIEGO(EL CAJON), CA

GILLESPIE FIELD ......LOC-D12 RNAV (GPS) Rwv 1734

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Categories A, B, 2400-2; Categories C, D,

2400-3. 3Categories A, B, 1100-2; Category C, 1100-

3; Category D, 1200-3. <sup>4</sup>NA when local weather not available.

## SAN LUIS OBISPO. CA

SAN LUIS COUNTY ...... ILS Rwy 111 VOR or TACAN A<sup>2</sup>

<sup>1</sup>NA when control tower closed.

Categories A,B, 900-2; Category C, 1000-234; Category D, 1100-3. <sup>2</sup>Categories A,B, 1500-2; Categories C,D, 1500-3.

## SANTA ANA, CA

JOHN WAYNE AIRPORT-

ORANGE COUNTY ..... ILS or LOC Rwy 19R12 LDA Rwy 19R34

LOC BC Rwy 1L2

NDB Rwy 19R4 <sup>1</sup>ILS, Categories A,B,C, 800-2; Category D, 800-21/4. LOC, Category D, 800-21/4.

<sup>2</sup>NA when control zone not in effect. 3Categories A,B, 900-2; Category C, 900-21/2;

Category D, 900-23/4.

<sup>4</sup>NA when control tower closed.

## SANTA BARBARA, CA

SANTA BARBARA MUNI . ILS or LOC Rwy 712 RNAV (GPS) Rwy 713 VOR or GPS Rwy 254

<sup>1</sup>NA when local weather not available.

2ILS, Categories A,B, 800-2; Category C,800-21/4; Category D, 1000-3. LOC, Category C, 800-21/4; Category D, 1000-3.

<sup>3</sup>Category C, 800-21/4; Category D, 1000-3.

<sup>4</sup>Categories A,B, 1000-2; Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS

SANTA MARIA, CA

SANTA MARIA PUBLIC/CAPTAIN G. ALLEN HANCOCK FIELD ..... ILS or LOC Rwv 1214 LOC/DME BC-A<sup>24</sup>

RNAV (GPS) Rwy 123 RNAV (GPS) Rwy 3067

VOR Rwy 12<sup>35</sup> <sup>1</sup>ILS, Category C, 700-2; Category D, 1100-3. LOC, Category D, 1100-3.

<sup>2</sup>Category A,B, 900-2; Category C, 900-21/2; Category D, 1100-3.

3Category D, 1100-3. <sup>4</sup>NA when control tower closed.

<sup>5</sup>NA when control tower closed except for operators with approved weather reporting

service. <sup>6</sup>NA when local weather not available. <sup>7</sup>Categories A, B, 1400-2; Category C, 1400-3.

## SANTA MONICA, CA

SANTA MONICA MUNI ...... VOR or GPS-A Category A,B, 1000-2; Category C, 1000-234; Category D, 1000-3.

## SANTA YNEZ, CA

SANTA YNEZ ...... VOR or GPS-B Categories A,B, 1300-2.

NA except for operators with approved weather reporting service.

## TORRANCE, CA

ZAMPERINI FIELD ....... ILS or LOC Rwy 29R1 VOR or GPS Rwy 11L,900-22

<sup>1</sup>NA when control tower closed. <sup>2</sup>NA when control tower closed except for

operators with approved weather reporting service.

## VAN NUYS, CA

VAN NUYS ......ILS Rwy 16R1 LDA-C<sup>2</sup> VOR-A34

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Categories A, B, 1900-2; Categories C,D, 1900-3.

3Category D, 800-21/4.

<sup>4</sup>NA when local weather not available.

## VICTORVILLE, CA

SOUTHERN CALIFORNIA

LOGISTICS .....ILS or LOC Rwy 171 RNAV (GPS) Rwy 172

VOR/DME Rwy 172 NA when local weather not available.

<sup>1</sup>ILS, Category D, 700-21/4; LOC, Category D, 800-21/4.

<sup>2</sup>Category D, 800-21/4.

**LEMOORE NAS (KNLC),** (REEVES FIELD), CA (Amdt 1, 08045 USN) ELEV **232 RADAR - (E)** 125.95 264.5x 270.8x 301.2x 309.9x 314.0x 336.4x 344.4x 348.75x 363.7x 383.6x 383.9x ▼

				DH/	HAI/ HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS
PAR <sup>1</sup>	32L2	3.0°/40/758	ABCDE	<b>330</b> /16	100	(100-1/4)
	14L	3.0°/54/1015	ABCDE	322-1/2	100	(100-1/2)
	32R	3.0°/45/853	ABCDE	<b>325</b> /24	100	(100-1/2)
	14R	3.0°/51/984	ABCDE	331-1/2	100	(100-1/2)
PAR W/O GS	14L		ABCDE	<b>500</b> -1¼	278	(300-11/4)
	14R		ABCDE	<b>520</b> -11/4	289	(300-11/4)
	32L3		ABCDE	<b>540</b> /40	310	$(400-\frac{3}{4})$
	32R		ABCDE	<b>540</b> /60	315	(400-11/4)
ASR	32L⁴		AB	<b>540</b> /24	310	(400-1/2)
			CDE	<b>540</b> /40	310	(400-3/4)
	14L		ABCDE	<b>520</b> -1	298	(300-1)
	14R		ABCDE	<b>520</b> -1	289	(300-1)
	32R		ABC	<b>620</b> /50	395	(400-1)
			DE	<b>620</b> /60	395	(400-11/4)
CIR	All Rwy	S <sup>5</sup>	Α	<b>680</b> -1	448	(500-1)
	•		В	<b>700</b> -1	468	(500-1)
			С	<b>700-</b> 1½	468	(500-1½)
			DE	<b>800</b> -2	568	(600-2)

¹No-NOTAM MP: PAR-Rwy 14R-32L 1600-2400Z++ Mon, Rwy 14L-32R 1600-2400Z++ Wed. ²When ALS inop, increase CAT ABCDE RVR to 24 and vis to ½ mile. ³When ALS inop, increase CAT ABCDE RVR to 60 and vis to 1¼ miles. ⁴When ALS inop, increase CAT ABCDE RVR to 50 and vis to 1 mile. ⁵CIR from PAR W/O GS Rwy 14L, 14R and 32R, increase vis CAT AB to 1¼ miles.

CAMP PENDLETON MCAS (MUNN FLD)(KNFG), CA (Oceanside)

FI FV 78 (07158 LISNI)

RADAR -	,	338.1 <b>₩</b> ∧NA			_	
	` ,	V A		DH/	HAT/ HATh/	
PAR	<b>RWY</b> 21 <sup>125</sup>	<b>GS/TCH/RPI</b> 3.5°/49/843	CAT ABCD	MDA-VIS 438-¾	<b>HAA</b> 360	CEIL-VIS (400-¾)
W/O GS	21 <sup>56</sup>		ABC D	520-1 520-1¼	442 442	(500-1) (500-11/4)

900-3/4

900-1

900-21/4

900-21/2

960-11/4

1180-3

**1200**-3

DH/

CAT

ABCD

COPTER

ABC

D

AB

CD

Α

В

С

D

NA N of Rwy 4L-22R. 5When ALS inop, increase vis all CATs 1/4 mile.

MDA-VIS

282-3/4

420-3/4

420-1

235-1/4

440-3/4

440-1

440-1

500-1

**600-2** 

500-11/2

1080-11/2

822

822

822

822

882

1002

1102

1122

HAT/

HAA

250

388

388

200

408

408

408

468

468

568

HATh/

(900-3/4)

(900-1)

(900-21/4)

(900-21/2)

 $(900-1\frac{1}{4})$ 

(1200-3)

(1200-3)

**CEIL-VIS** 

 $(300-\frac{3}{4})$ 

 $(400-\frac{3}{4})$ 

(400-1)

 $(200-\frac{1}{4})$ 

 $(500-\frac{3}{4})$ 

(500-1)

(500-1)

(500-1)

(600-2)

(500-11/2)

 $(1100-1\frac{1}{2})$ 

Α

С D CIR Α All Rwv⁴

В С

В

ASR 21<sup>3</sup>

D

<sup>1</sup>CAUTION: Trees penetrate obstacle surfaces within the visual portion of the procedure approximately 900' from threshold. Pilots must have trees in sight prior to descending from decision height, <sup>2</sup>When ALS inop, increase vis CAT ABCD to 1 mile, <sup>3</sup>When ALS inop, increase

vis CAT A to 1 mile, CAT B to 11/4 miles, CAT C to 21/2 miles and CAT D to 21/4 miles. 4 Circling

auth fr ASR and PAR W/O GS only. Circling Rwy 3 not auth at night. ⁵No-NOTAM prevent main sked: PAR 2100-0100Z++Mon. When ALS inop, increase vis CAT ABC to 11/4 miles, CAT D to 1½ miles.

LOS ALAMITOS AAF (KSLI), CA (1-Amdt 5, 2-Amdt 2, 3-Orig 08101 USA) ELEV 32 RADAR<sup>12</sup> - (E) 124.75 127.95 279.5 285.55 290.9 ▼ ∧ NA

RWY GS/TCH/RPI

22L3 3.0°/40/745

RADAR 1 PAR PAR W/O GS 221 45

22L 4.0°/40/572

22L45

22L4

PAR

RADAR 2

CIR PAR opr 1600-0000Z++ Mon, 1500-0600Z++ Tue-Thu, 2200-0600Z++ Fri. 2Multiple PAR apch avbl during VFR ctc twr for freq assn. 3When ALS inop, increase CAT CD vis to 1 mile. 4Circling

RADAR 3 ASR

MIRAMAR MCAS (MITSCHER FLD) (KNKX), CA (08325 USN) ELEV 478 RADAR¹ - (E) 133.625 266.8x 270.35 307.9x 328.4x 348.75 350.275 373.575 379.125 380.3x ▼

				DH/	HAT/ HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	<b>CEIL-VIS</b>
PAR	24R <sup>2</sup>	3.0°/55/1179	ABCDE	575-1/4	100	(100-1/4)
	24L	3.0°/48/1047	ABCDE	<b>578-</b> ½	100	(100-1/2)
PAR w/o GS⁴						
	24R3		AB	820-1/2	345	(400-1/2)
			CDE	820-3/4	345	(400-3/4)
	24L		ABC	8 <b>20</b> -1	342	(400-1)
			DE	<b>820</b> -11/ <sub>4</sub>	342	(400-11/4)
ASR	24R³		AB	860-1/2	385	(400-1/2)
			CDE	860-3/4	385	(400-3/4)
	6L		ABC	<b>800</b> -1	367	(400-1)
			DE	800-11/4	367	(400-11/4)
	24L		ABC	8 <b>60</b> -1	382	(400-1)
			DE	860-11/4	382	(400-11/4)
CIR⁵	All Rwy		Α	<b>920</b> -1	442	(500-1)
			В	<b>940</b> -1	462	(500-1)
			С	940-11/2	462	(500-1½)
			D	1160-21/4	682	(700-21/4)
			E	<b>1360</b> -3	882	(900-3)

¹Other APP CON freq as asgn. ² When ALS inop, increase vis CAT ABCDE to ½ mile. ³When ALS inop, increase vis CAT ABC 1 mile, CAT DE 1½ miles. ⁴No NOTAM MP: PAR 1700-2200Z++ Tue. ⁵Circling not authorized to Rwy 10-28. CAT E circling not authorized S of Rwy 6R-24L.

# NORTH ISLAND NAS (KNZY),(HALSEY FIELD),CA (San Diego)(09127USN)ELEV26 RADAR - (E) 127.7x 133.175x 319.9x 350.8x 353.5x 382.0x 385.5x ▼

PAR¹ (OFFSET)	RWY 29 <sup>3</sup> 36 <sup>6</sup> 29 <sup>8</sup>	<b>GS/TCH/RPI</b> 3.0°/36/730 3.0°/46/850 3.0°/36/730	CAT ABCDE ABCDE ABCDE	DH/ MDA-VIS 276-¾ 119-¼ 620-2	HAT/ HATh/ HAA 250 100 594	CEIL-VIS (300-3/4) (100-1/4) (600-2)
PAR W/O GS <sup>1</sup>	2924		AB CD F	460-½ 460-¾ 460-1	434 434 434	(500-½) (500-¾) (500-1)
PAR W/O GS <sup>1</sup>	36		ABC DE	380-1 380-1 <sup>1</sup> ⁄ <sub>4</sub>	361 361	(400-1) (400-1½)
PAR W/O GS <sup>1</sup> (OFFSET)	29²		ABCDE	620-2	594	(600-2)
ASR	2925		AB C DE	540-½ 540-1 540-1¼	514 514 514	(600-½) (600-1) (600-1½)
	36 <sup>7</sup>		A B C D	800-3/4 800-1 800-2 800-21/4 800-21/2	781 781 781 781 781	(800-3/4) (800-1) (800-2) (800-21/4) (800-21/2)
(OFFSET)	29²		ABCDE	620-2	594	(600-2)
CIR	29 <sup>2</sup>		AB CDE	620-2 NOT AUTHO	594 RIZED	(600-2)
	36		ABCDE	NOT AUTHO		

¹No-NOTAM MP sked 2000-2400Z++ Mon. ²Cir auth to Rwy 18 only. Cir not auth W Rwy 18-36. ³When ALS inop, increase vis CAT ABCDE to 1 mile. ⁴When ALS inop, increase vis CAT ABC to 1½ mile, CAT DE to 1½ mile. ⁵When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ miles, CAT DE to 1¾ miles. ⁵When ALS inop, increase vis CAT ABCDE to ½ mile. ³When ALS inop, increase vis CAT A to 1 mile, CAT B to 1¼ mile, CAT C to 2½ mile, CAT D to 2½ mile, CAT E 2¾ mile. ⁵Whinima applicable for rotorcraft short offset approaches.

### RADAR INSTRUMENT APPROACH MINIMUMS POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD). CA (Oxnard) (09267 USN) **ELEV 12** RADAR7 - (E) 123.75x 133.25 233.7x 269.225 350.25 353.925 \( \textbf{V} \) HAT/ DH/ HATh/ RWY GS/TCH/RPI CAT MDA-VIS HAA CEIL-VIS PAR 32 3.0°/47/901 ABCDE 111-1/4 100 $(100-\frac{1}{4})$ 21 3.0°/47/891 ABCDE 113-1/2 100 $(100-\frac{1}{2})$ PAR 21(altn MAP)4 3.0°/47/891 ABCDE 650-134 637 $(700-1\frac{3}{4})$ PAR W/O GS 35 ABCDE 300-1 289 (300-1)215 **ABCDE** 360-3/4 347 $(400-\frac{3}{4})$ 21(altn MAP)4 ABCDE 440-13/4 427 $(500-1\frac{3}{4})$ ASR 33 ABC 380-3/4 369 $(400-\frac{3}{4})$ DF 380-1 369 (400-1)21<sup>3</sup> AB 380-1/2 367 (400-1/2) CDE 380-3/4 367 $(400-\frac{3}{4})$ 21(altn MAP)6 ASR ABCDE 440-11/2 427 $(500-1\frac{1}{2})$ CIR<sup>1</sup> 420-1 407 (500-1)3.21 Α В 480-1 467 (500-1)С 480-11/2 467 $(500-1\frac{1}{2})$ D 567 580-2 (600-2)F NOT AUTHORIZED ATC Missed apch climb rate to 1500 120 180 240 300 Knots 60 FPM 330 660 990 1320 1650 PAR 3 Expanded RADAR syc-All flt conducted under positive ctl. Inbd acft not opr under ATC or PLEAD ctc APP CON 25 NM out on 307,275 or 128,65. Circling not authorized E of Rwy 3-21, with PAR approach, or when Alternate MAP Rwy 21 in use. <sup>2</sup>When ALS inop, increase vis CAT ABCDE to ½ mile. <sup>3</sup>When ALS inop, increase vis CAT ABC to

(09071 USN) FI FV 184

RADAR - (E) 127.05x 305.3x \( \overline{\pi} \) HAT/

GS/TCH/RPI

3.0°/40/939

RWY

W/O GS 23

W/O GS All Rwv

3 Circling not authorized S of Pun 5 23

23

23

All Rwv

PAR<sup>1</sup>

PAR<sup>1</sup>

ASR<sup>2</sup>

CIR3

CIR3

SAN CLEMENTE ISLAND NALF (KNUC), (FREDERICK SHERMAN FIELD), CA

CAT

AB

С

D

Ε

Α

В

С

DF

AB

DE

С

<sup>1</sup>No-NOTAM MP PAR 1800-2000Z++ Tue. <sup>2</sup>No-NOTAM MP ASR 2000-2200Z++ Tue.

ABCDE

ABCDE

inop, increase vis CAT ABCDE to 11/4 miles, When ALS inop, increase vis CAT ABCDE to 2 miles. <sup>7</sup>No-NOTAM preventive maint 1400-1800Z++ Mon.

DH/

MDA-VIS

520-11/4

780-11/2

780-134

540-11/4

640-11/4

640-11/2

740-2

780-1

780-2

780-11/2

434-1

780-1

780-2

HATh/

**CEIL-VIS** 

(400-11/4)

 $(600-1\frac{1}{2})$ 

 $(600-1\frac{3}{4})$ 

 $(400-1\frac{1}{4})$ 

 $(500-1\frac{1}{4})$ 

 $(500-1\frac{1}{2})$ 

(600-2)

(600-1)

(600-2)

 $(600-1\frac{1}{2})$ 

(600-2)

(300-1)

(600-1)

HAA

250

336

596

596

596

596

356

456

456

556

596

596

596

1 mile, CAT DE to 11/4 miles. 4When ALS inop, increase vis CAT ABCDE to 21/4 miles. 5When ALS



INSTRUMENT APPROACH PROCEDURE CHARTS

## FIFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in

avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSI

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military takeoff minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

### ALTURAS, CA

ALTURAS MUNI (AAT) AMDT 2 08101 (FAA) DEPARTURE PROCEDURE: Use BACHS DEPARTURE.

## AMEDEE AAF (KAHC),

HERLONG, CA. . . . . . . . . AMDT 1, 09239 Rwv 8. 26: 4000-3 for climb in visual conditions.

Rwy 8, 26: Cross Amedee AAF at or above 7900 before proceeding on course.

### TAKE-OFF MINIMUMS NAME ARCATA-EUREKA, CA

ARCATA

TAKE-OFF MINIMUMS: Rwv 1, std, w/a min, climb of 429' per NM to 1900. Rwy 14, 600-21/4 or std. w/a min. climb of 486' per NM to 1000'.

DEPARTURE PROCEDURE: Rwv 1, climbing left turn thence.... or for climb in visual conditions: cross Arcata Airport westbound at or above 1100, thence... Rwvs 14. 19, climbing right turn thence...Rwy 32, climbing left

...via ACV R-250 to HOCUT INT and continue climb to

NOTE: Rwv 1. multiple trees beginning 182' from departure end of runway, 11' right of centerline. up to

161' AGL/370' MSL. Multiple tees beginning 281' from departure end of runway, 86' left of centerline, up to 148' AGL/357' MSL. Rwy 14, multiple trees beginning 838' from departure end of runway, 372' left of centerline, up to 200' AGL/759' MSL. Multiple trees beginning 1286' from departure end of runway, 716' right of centerline, up to 65' AGL/286' MSL. Rwy 19, multiple trees beginning 57' from departure end of runway, 270' right of centerline, up to 30' AGL/218' MSL, Rwv 32, multiple trees beginning 113' from departure end of runway, 211' right of centerline, up to 86' AGL/267' MSL. Multiple trees 1' from departure end of runway, 161' left of centerline, up to 21' AGL/202' MSL. Obstruction light 426' from departure end of runway, 257' right of centerline, 21' AGL/202' MSL.



09295

## AUBURN.CA AUBURN MUNI

TAKE-OFF MINIMUMS: Rwv 7, CAT A B 600-2 or std

with a min\_climb of 350' per NM to 2300\_CATC D NA Rwy 25, CATA B 300-1 or std with a min\_climb of 390' per NM to 1700, CAT C.D NA

DEPARTURE PROCEDURE: Rwv7. climbing left turn to 3000 heading 305° intercent MYV R-089 to MYV

VOR/DME then via assigned routing Rwy 25 climb runway heading to 3000 intercent and proceed via MYV R-098 to MYV VOR/DME, then via assigned heading.

## BEALE AFB (KBAB) MARYSVILLE. CA. . . . . . ORIG, 09155

DEPARTURE PROCEDURE: Rwy 15. Climb on a

heading between 100° CW to 325° from DER. Rwv 33. Climb on a heading between 146° CW to 344° from DER

TAKE-OFF OBSTACLES: Rwv 33, Terrain 118' MSL, 62' from DER, 500' right of centerline, Terrain 119' MSL, 190' from DER, 551' right of centerline.

## **BECKWOURTH.CA**

**NERVINO** 

TAKE-OFF MINIMUMS: Rwys 7, 25, 3500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwvs 7. 25. for climb in visual conditions: cross Nervino Airport at or above 8300 before proceeding on course. NOTE: Rwy 7, road 58' from departure end of runway.

469' right of centerline, 15' AGL/4920' MSL. Pole 310' from departure end of runway, 522' right of centerline. 49' AGL/4925' MSL. Pole 528' from departure end of runway, 522' right of centerline, 39' AGL/4924' MSL. Tree 1.47 NM from departure end of runway, 727' right of centerline, 100' AGL/5193' MSL. Tree 1.9 NM from departure end of runway, 2534' right of centerline, 100' AGL/5499 MSL. Bush 2.03 NM from departure end of runway, 2126' right of centerline, 4' AGL/5406' MSL, Rwv 25. tree 5856' from departure end of ruwnav, 1984' right of centerline, 100' AGL/5339' MSL. Tree 1.25 NM from departure end of runway, 2439' right of centerline. 100' AGL/5420' MSL. Tree 2.07 NM from departure end

### BISHOP, CA

EASTERN SIERRA RGNL

TAKE-OFF MINIMUMS: Rwys 7,12,16, NA. Rwys 25, 30,34, 4000-2 or std. with a min. climb of 350' per NM to

of runway, 3302' left of centerline, 100' AGL/5570' MSL,

DEPARTURE PROCEDURE: Rwvs 25.30, turn right. Rwv 34, turn left, climb northwestbound to 13000 via BIH R-322 to NIKOL Int.

## BYRON, CA BYRON TAKE-OFF MINIMUMS: Rwv 23, NA-obstacles

Rwy 30 200-1 or std with a min\_climb of 240' per NM to 300 Alternatively with standard take-off minimums and a normal 200 / NM climb gradient, take-off must occur no later than 2000' prior to departure end of runway. DEPARTURE PROCEDURE: Rwv 5, climbing right turn via heading 120° and ECA VORTAC hefore proceedingon course, Rwy 12, climbing left turn via heading 050° and ECA VORTAC R-250 to ECA VORTAC before proceeding on course. Rwv 30. climbing right turn via heading 130° and ECA VORTAC R-250 to ECA VORTAC before proceeding on course.

NOTE: Rwv 5, bush 17' from departure end of runway 67' right of centerline, 6' AGL/52' MSL, Rwy 12, multiple trees and bush beginning 240' from departure end of runway, 286' right of centerline, up to 39' AGL/76' MSL. Rwv 30, multiple poles, building, and terrain beginning 66' from departure end of runway 228' left of centerline up to 65' AGL/225' MSL. Multiple poles beginning 949' from departure end of runway, 28' right of centerline, up to 42' AGI /103' MSI

## CHICO, CA

CHICO MUNI

DEPARTURE PROCEDURE: Rwys 131 /R. climbing right turn, Rwys 31L/R, climbing left turn, All aircraft, climb via CIC R-205 to JINGO Int. Aircraft departing JINGO Int 020° CW 350° climb on course. All others climb in JINGO Int holding pattern (SE, right turns, 320° inbound) to depart JINGO Int at or above 2800.

### CLOVERDALE, CA

CLOVERDALE MUNI

TAKE-OFF MINIMUMS: Rwv 14, 400-2 or std. with a min, climb of 280' per NM to 1500, then a min, climb of 260' per NM to 3900. Rwv 32. NA. DEPARTURE PROCEDURE: Rwy 14, climb direct STS

VOR/DME. Continue climb in holding pattern (NW right turns, 140° inbound) to MEA for route of flight. NOTE: Rwy 14, tree 9337' from departure end of runway, 4633' right of centerline, 150' AGL/889' MSL.

## COLUMBIA, CA

COLUMBIA

TAKE-OFF MINIMUMS: Rwv 17, 300-1 with a min. climb rate of 300' per NM to 3000. Rwy 35, NA. DEPARTURE PROCEDURE: Rwy 17, use FICHU

RNAV DEPARURE. Rwy 35, NA.

NOTE: Rwy 17,51' AGL pole 502' from departure end of runway, 368' right of centerline, 90' AGL tree 483' from departure end of runway, 535' right of centerline; 100

AGL tree 1258' from departure end of runway, 494' left of centerline; 167' AGL tree 1644' from departure end of runway, 924' right of centerline.

## COLUSA, CA

COLUSA COUNTY

DEPARTURE PROCEDURE: Climb direct to ILA VORTAC.



## BUCHANAN FIELD (CCR)

AMDT 2 07354 (FAA) TAKE-OFF MINIMUMS: Rwvs 1L/R, std, w/min, climb of

CONCORD, CA

360' per NM to 1100, or 2200-3 for climb in visual conditions, Rwvs 14L/R, std, w/min, climb of 420' per NM to 2700, or 2200-3 for climb in visual conditions. Rwvs 19L/R, std. w/min, climb of 490' per NM to 4000. or 2200-3 for climb in visual conditions. Rwvs 32L/R. std, w/min, climb of 320' per NM to 500, or 2200-3 for climb in visual conditions

DEPARTURE PROCEDURE: Rwvs 1L/R, climb direct CCR VOR/DME, or climb in visual conditions to cross Buchanan Airport northbound at or above 2100 via CCR R-173 to CCR VOR/DME, thence... Rwvs 14L/R, 19L/R climbing left turn direct CCR VOR/DME, or climb in visual conditions to cross Buchanan Airport northbound at or above 2100 via CCR R-173 to CCR VOR/DME. thence...Rwys 32L/R, climbing right turn direct CCR VOR/DME, or climb in visual conditions to cross Buchanan Airport northbound at or above 2100 via CCR R-173 to CCR VOR/DME, thence...

...aircraft departing CCR VOR/DME R-150 clockwise R-110 climb on course. All others climb in CCR VOR/ DME holding pattern (north, left turns, 191° inbound) to cross CCR VOR/DME at or above 2700 before proceeding on course.

NOTE: Rwv 1L, multiple trees and bushes beginning 675' from departure end of runway, 9' left of centerline, up to 48' AGL/98' MSL. Multiple poles, light poles and antennas on buildings beginning 639' from departure end of runway, 120' left of centerline, up to 50' AGL/72' MSL. Fence 117' from departure end of runway, 2' right of centerline, 12' AGL/29' MSL. Sign 1996' from departure end of runway, 812' left of centerline, 45' AGL/ 78' MSL. Flagpole 1520' from departure end of runway. 753' left of centerline, 40' AGL/71' MSL. Rwy 1R, multiple trees and poles beginning 1552' from departure end of runway, 98' right of centerline, up to 52' AGL/131' MSL. Rwy 19R, multiple trees beginning 604' from departure end of runway, 82' left of centerline, up to 70' AGL/108' MSL. Light pole 1392' from departure end of runway, 749' right of centerline, 51' AGL/71' MSL. Obstruction light on building 2451' from departure end of runway, 911' left of centerline, 73' AGL/97' MSL. Fence 123' from departure end of runway, 503' left of centerline. 6' AGL/30' MSL. Rwy 19L, multiple trees beginning 2132' from departure end of runway, 28' left of centerline. up to 70' AGL/106' MSL. Rwy 32L, road/vehicle 561' from departure end of runway, on centerline, 15' AGL/49' MSL, Light on tank 6617' from departure end of runway. 1926' right of centerline, 114' AGL/213' MSL. Hangar 259' from departure end of runway, 300' left of centerline. 21' AGL/37' MSL. Transmission tower 6015' from departure end of runway, 1338' left of centerline, 145' AGL/173' MSL. Tree 825' from departure end of runway. 136' left of centerline, 25' AGL/40' MSL, building 633' from departure end of runway, 254' right of centerline, 20' AGL/35' MSL.

## BUCHANAN FIFI D (CON'T) Rwv 32R, train 6345' from departure end of runway, 1948'

left of centerline 23' AGL /102' MSL obstruction light on hopper 2110' from departure end of runway 601' right of centerline, 79' AGL/99' MSL. Obstacle light on tank 6617' from departure end of runway, 1426' right of centerline, 193' AGL/213' MSL. Flagpole 655' from departure end of runway, 300' right of centerline, 35' AGL/43' MSL. Sign 697' from departure end of runway. 248' right of centerline, 25' AGL/41' MSL, Road/vehicle 561' from departure end of runway, on centerline, 15' AGL/49' MSL. Building 633' from departure end of runway, 246' left of centerline, 20' AGL/35' MSL, tree 825' from departure end of runway, 635' left of centerline, 25' AGL/40' MSL, transmission tower 6015' from departure end of runway, 1839' left of centerline, 145' AGL/173' MSL. Rwy 14R, obstacle lights, obstacle lights on buildings, obstacle lights on windsocks. buildings and trees beginning 412' from departure end of runway, 167' right of centerline, upt o 104' AGL/136' MSL. Rwv 14L. multiple trees beginning 841' from departure end of runway, 61' left of centerline, up to 78' AGL/102' MSL, building 1071' from departure end of runway, 35' left of centerline, 30' AGL/58' MSL, Fence 225' from departure end of runway, 29' left of centerline, 12' AGL/33' MSL.

## CRESCENT CITY, CA

JACK MCNAMARA FIFI D

TAKE-OFF MINIMUMS: Rwv 11.300-1. Rwv 17.300-1 or std. with a min. climb of 240' per NM to 300. DEPARTURE PROCEDURE: Rwys 11,17, climbing right turn. Rwys 29,35, climbing left turn. All aircraft, climb direct CEC VORTAC. Aircraft departing CEC R-131 CW R-330 climb on course. All others continue climb in CEC holding pattern (S. left turns, 341° inbound) to cross CEC VORTAC at or above: R-331 CWR-010, 1100; R-011 CWR-050, 2200; R-051 CW R-090, 4100; R-091 CW R-130, 2700.

## DAVIS. CA

UNIVERSITY (EDU)

AMDT 3 09127 (FAA) DEPARTURE PROCEDURE: Rwy 17, climbing right

turn via heading 200° and ILA R-151 to EMBER INT/ILA 48 DME before proceeding on course. Rwy 35, climbing left turn via heading 320° and ILA R-145 to ILA VORTAC before proceeding on course.

NOTE: Rwv 17, trees beginning 1353' from DER, 31' right of centerline, up to 40' AGL/109' MSL. Rwy 35, tree 24' from DER, 433' left of centerline, 40' AGL/104' MSL, Vehicle 288' from DER, on centerline, 15' AGL/74'



00205

## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## DAVIS/WOODI AND/WINTERS CA YOLO COUNTY (DWA)

AMDT 1 09127 (FAA)

DEPARTURE PROCEDURE: Rwv 16 climb heading 164° to 2100 before turning right. Rwv 34, climb

heading 344° to 1500 before turning left

NOTE: Rwv 16, multiple trees beginning 595' from DER.

308' right of centerline, up to 120' AGL /206' MSL

Multiple trees beginning 1046' from DER, 257' left of centerline, up to 120' AGL/195' MSL, Rwv 34, multiple

trees beginning 417' from DER 361' right of centerline up to 120' AGL/206' MSL. Trees beginning 683' from DER, 491' left of centerline, up to 120' AGL/206' MSL.

Pole 859' from DER, 548' left of centerline, 47' AGL/137'

## **EUREKA.CA** MURRAY FIELD (EKA)

AMDT 4 09239 (FAA) TAKE-OFF MINIMUMS: Rwy 12, std. w/min. climb of

465' per NM to 1800 or 3800-3 for climb in visual conditions

DEPARTURE PROCEDURE: Rwv 12 climbing right

turn heading 265° to intercept V27. For climb in visual conditions: cross Eureka airport at or above 3700 before proceeding on course. Rwy 30, climbing left turn heading 265° to intercept V27.

NOTE: Rwv 12, bush 50' from DER, 82' left of centerline. 6' AGL/16' MSL, Multiple trees beginning 1.5 NM from DER, 2993' left of centerline. Multiple trees beginning 1.6 NM from DER, 2318' right of centerline, Rwy 30. multiple trees, beginning 443' from DER, 389' right of centerline, up to 93' AGL/103' MSL. Tree 664' from

DER, 587' left of centerline, 46' AGL/56' MSL, Pole 753' from DER, 155' right of centerline 27' AGL/37' MSL Railroad 786' from DER, 4' left of centerline 23' AGL/31' MSL, Road beginning 602' from DER, 4' left of centerline up to 15' AGL/23' MSL, Bush 566' from DER.

FIREBAUGH, CA **FIREBAUGH** DEPARTURE PROCEDURE: Rwv 12. climbing right turn, Rwv 30, climbing left turn, All aircraft climb via

69' left of centerline, 8' AGL/18' MSL,

heading 150° and PXN R-061 to MENDO Int. Aircraft departing MENDO Int. heading 230° CW 150° climb on course. All others climb in MENDO holding pattern (NE, right turns, 241° inbound) to cross MENDO Int at orabove 2000.

## FORTUNA, CA

ROHNERVILLE

TAKE-OFF MINIMUMS: Rwv 11. NA. DEPARTURE PROCEDURE: Climb direct FOT VORTAC. Continue climb in holding pattern (N, right turns, 161° inbound) to cross FOT VORTAC at or above

## FRESNO, CA FRESNO-CHANDLER EXECUTIVE (ECH)

AMDT 2 09015 (FAA)

DEPARTURE PROCEDURE: Rwv 12, climb heading

111° to 2000 then climbing right turn to 6300 via heading 200° and CZQ VORTAC R-167 before proceeding on

course, Rwv 30, climb heading 291° to 2000 then climbing left turn to 5500 via heading 140° and CZQ

VORTAC R-167 before proceeding on course NOTE: Rwv 12, multiple trees, poles, and terrain beginning 84' from departure end of runway, 16' left of centerline, up to 92' AGL/371' MSL. Multiple trees. poles, road, fence and terrain beginning 53' from departure end of runway, 94' right of centerline, up to 62' AGL/341 MSL. Rwv 30, multiple trees, poles, bushes and terrain beginning 125' from departure end of runway. 46' left of centerline, up to 111' AGL/389' MSL, Multiple

## FRESNO YOSEMITE INTI

MSL.

DEPARTURE PROCEDURE: Rwys 11L, 11R, climbing left turn direct CZQ VORTAC, Rwvs 29L, 29R. climbing right turn direct CZQ VORTAC. All aircraft climb in CZQ VORTAC holding pattern (SE, left turns,

322° inbound) to cross CZQ VORTAC at or above MEA/ MCA for direction of flight before proceeding en route.

poles, road, and fence beginning 236' from departure

end of runway, 23' right of centerline, up to 42' AGL/320'

NOTE: Rwy 11L, pole 647' from departure end of runway, 543' left of centerline, 17' AGL/349' MSL, Sign 1693' from departure end of runway, 863' right of centerline, 53' AGL/383' MSL. Rwv 11R, transmisometer 432' from departure end of runway, 281' left of centerline, 19' AGL/ 349' MSL. Light, 1701' from departure end of runway,

293' right of centerline, 53' AGL/386' MSL, Rwy 29L,

arresting sys, 124' from departure end of runway, 527'

departure end of runway, 296' left of centerline, 7' AGL,

336' MSL. Rwy 29R, trees 1076' from departure end of

runway, 775' right of centerline, 63' AGL/397' MSL. Arresting sys, 95' from departure end of runway, 149'

right of centerline, 2' AGL/334' MSL, Building 219' from

right of centerline, 3' AGL/336' MSL. Multiple trees beginning 1076' from departure end of runway, 775' right of centerline, up to 75' AGL/397' MSL. **GRASS VALLEY, CA** 

## NEVADA COUNTY AIR PARK

TAKE-OFF MINIMUMS: Rwv 7. NA.

DEPARTURE PROCEDURE: Rwy 25, climb via MYV R-058 to 6000 then continue climb on course.

## **GROVELAND.CA** PINE MOUNTAIN LAKE

TAKE-OFF MINIMUMS: Rwv 9. 400-2 or std. with a min.

climb of 400' per NM to 4000. DEPARTURE PROCEDURE: Rwy 9, turn right. Rwv 27. turn left. All aircraft climb direct LIN VORTAC. Cross LIN VORTAC at or above 5000.

## HALF MOON BAY, CA

HALF MOON BAY TAKE-OFF MINIMUMS: Rwy 12, 2600-2 or std. with a

min. climb of 300' per NM to 3000. Rwy 30, NA. DEPARTURE PROCEDURE: Rwv 12. climb runwav heading to 3000, then climb direct OSI VORTAC, to cross OSI VORTAC at or above 3500 before proceeding on course.



00205

## HANFORD, CA HANFORD MUNI

DEPARTURE PROCEDURE: Rwv 14, climbing left turn heading 050° to intercent V-23 Rwy 32 climbing right turn heading 050° to intercept V-23

## HAYWARD, CA HAYWARD EXECUTIVE

## TAKE-OFF MINIMUMS: Rwys 101 10R 300-1

DEPARTURE PROCEDURE: Rwys 281, 28R, climb straight ahead, Rwys 10L, 10R, turn right, climb to 2500 via direct OAK VORTAC and OAK R-288, Aircraft southeastbound and capable of climbing 250' per NM to 4500 may proceed direct to MABRY Int via OAK R-114

### HOLLISTER, CA

HOLLISTER MUNI (CVH)

## AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: Rwv 6, NA-obstacles, Rwv 24, NA-ATC, Rwv 13, std, w/min, climb of 391' per NM to 3500, or 3100-3 for climb in visual conditions. Rwv 31.

std. w/min climb of 209' per NM to 2300, or 3100-3 for climb in visual conditions DEPARTURE PROCEDURE: Rwy 13, climbing right turn to heading 332° and via SJC R-121 direct SJC VOR/DME to 6000 before proceeding on course or for climb in visual conditions: cross Hollister Muni Airport

at or above 3100 MSL before proceeding on course. Rwy 31, climb heading 307° and via SJC R-121 direct SJC VOR/DME to 6000 before proceeding on course or for climb in visual conditions: cross Hollister Muni Airport at or above 3100 MSL before proceeding on course

NOTE: Rwv 13. terrain beginning 992' from departure end of runway, 348' left of centerline, up to 289' MSL. Terrain beginning 2467' from departure end of runway. 154' right of centerline, up to 309' MSL, trees beginning 1277' from departure end of runway, 348' left of centerline, up to 309' MSL, trees beginning 2467' from departure end of runway, 153' right of centerline, up to 270' MSL. Rwv 31. terrain beginning 76' from departure end of runway, 392' left of centerline, up to 247' MSL. Terrain beginning 14' from departure end of runway.

### JACKSON, CA

### WESTOVER FIELD AMADOR COUNTY

179' right of centerline, up to 231' MSL.

DEPARTURE PROCEDURE: Rwv 1. turn left. Rwy 19, turn right. All aircraft climb direct LIN VORTAC, continue climb on course.

## LAKEPORT. CA

## I AMPSON FIFLD

TAKE-OFF MINIMUMS: Rwy 10, 1700-3 or std. with a min, climb of 610' per NM to 3200, Rwy 28, 1500-3 or std. with a min. climb of 620' per NM to 2200 DEPARTURE PROCEDURE: Rwy 10, climbing left turn to heading 275°, Rwv 28, climbing right turn to heading 035°. Intercept and climb northwestbound via the LOP NDB 336° bearing to 4000, then climbing left turn direct

ENI VORTAC. Cross ENI VORTAC at or above 6000.

## LEMOORE NAS (REEVES FIELD) (KNLC) LEMOORE, CA . . . . . . . . . . . . . . . 07270

Rwv 141 Cross DER at or above 15' AGI /235' MSI

Rwv 14R Cross DER at or above 15' AGI /245' MSI Rwy 32L. Cross DER at or above 15' AGL/234' MSL. Departure headings 142° CW 283° minimum

military climb 220 ft/NM to 6400 minimum civil climb 220 ft/NM to 6600 Rwy 32R Cross DER at or above 15' AGI /239' MSI

Departure headings 142° CW 281° minimum military climb 220 ft/NM to 6400, minimum civil climb 220 ft/NM to 6600

## LINCOLN, CA

## LINCOLN RGNI/KARL HARDER FIELD

DEPARTURE PROCEDURE: Rwv 15, climbing right turn. Rwy 33, climbing left turn. All aircraft climb direct MYV VOR/DME, then climb on course.

### LIVERMORE, CA

## LIVERMORE MUNI

TAKE-OFF MINIMUMS: Rwys 7L, 7R, 1500-2 or std. with a min\_climb of 260' per NM to 2200 Rwys 25L, 25R, 2300-2 or std. with a min. climb of 375'

per NM to 3100. DEPARTURE PROCEDURE: Rwvs 7L.7R. climb direct

REIGALOM, then climbing left turn via the 030° bearing from REIGALOM to intercept V109, then proceed on course. Rwys 25L, 25R, climb runway heading to 1200, then climbing right turn via heading 020° and OAK R-060 to ALTAM Int. then proceed on course.

## LODI. CA

## LODI

DEPARTURE PROCEDURE: Climb direct to LIN VORTAC.

## LOS BANOS, CA

LOS BANOS MUNI

DEPARTURE PROCEDURE: Aircraft departing 320° CW 120° climb on course. All others climb via heading 240° to intercept V109. Southeastbound via V109 requires a climb rate of 300' per NM to 4000.

## MADERA, CA

### MADERA MUNI

DEPARTURE PROCEDURE: Rwy 30, climbing right turn via FRA R-243 to BEREN Int/FRA 18.6 DME then via assigned route, Rwv 12, turn left, climb heading 095° to 1500, continue climb direct CZQ VORTAC, then via assigned route.

### MAMMOTH LAKES. CA

### MAMMOTH YOSEMITE

TAKE-OFF MINIMUMS: Rwy 9, 500-2 or std. with a min. climb of 400' per NM to 10700. Rwy 27, 5000-5 or std.

with a min. climb of 450' per NM to 11800. DEPARTURE PROCEDURE: Rwy 9, climbing left turn heading 050° to intercept BIH R-307. Rwy 27, climbing right turn to heading 095° to intercept BIH R-307. All aircraft proceed via BIH R-307 to BIH VOR/DME, then via BIH R-322 (V381) to NIKOL Int then via assigned route.







# 00205

### MARINA. CA MARINA MIINI

TAKE-OFF MINIMUMS: Rwv 11, std. with a min. climb of 291' PER nm TO 4600, OR 2000-21/2 for climb in visual

DEPARTURE PROCEDURE: Rwv 11, for climb in visual conditions: cross Marina Municipal Airport at or above 2100 continue climb direct SNS VORTAC thence Rwy 29, climb via heading 288° to 1000' then climbing right turn direct SNS VORTAC, thence...All aircraft continue climb in SNS holding pattern (W. left turns. SNS VORTAC 084° inbound) to cross SNS VORTAC at or above MEA/MCA for direction of flight before proceeding enroute.

## MARIPOSA, CA

MARIPOSA-YOSEMITE

TAKE-OFF MINIMUMS: Rwy 8, N/A-Obstacles DEPARTURE PROCEDURE: Rwv 26, climb via heading 265° to 3000, then climbing left turn to 7000 direct FRA VORTAC before proceeding on course. NOTE: Rwv 26, tree 10' from departure end of runway. 313' left of centerline 100' AGL /2265' MSL Tree 1146' from departure end of runway, 303' left of centerline, 100' AGI /2298' MSI

### MARYSVILLE, CA

YUBA COUNTY

DEPARTURE PROCEDURE: All runways, climb direct II A VORTAC

MERCED, CA CASTLE (MER)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: Rwv 13, std. w/min, climb of

250' per NM to 2500 or 2200-3 for climb in visual DEPARTURE PROCEDURE: Rwv 13, climb heading

126° to 2500 before turning left. For climb in visual conditions: Cross Castle Airport at or above 2200 before proceeding on course. Rwv 31, climb heading 306° to 1100 before turning right.

NOTE: Rwy 13, tree 2539' from departure end of runway, 1005' right of centerline, 89' AGL/261' MSL, Rwv 31. Tree 1274' from departure end of runway, 829' left of centerline, 20' AGL/224' MSL, Trees beginning 2909' from departure end of runway, 542' right of centerline. 65' AGL/269' MSL.

## MERCED RGNL/MACREADY FIELD (MCE) AMDT 5A 09155 (FAA)

DEPARTURE PROCEDURE: Rwy 12, climbing right turn to 3000 via heading 330° and MOD R-120 to MOD. Rwy 30, climb to 3000 via heading 300° and MOD R-120 to MOD.

## MODESTO, CA MODESTO CITY-COUNTY HARRY SHAM

FIFLD (MOD) AMDT 5 08269 (FAA)

DEPARTURE PROCEDURE: Rwys 28L, 28R, climb on a heading between 256° CW to 109° from departure end of runway, or minimum climb of 230' per NM to 5000 for all other courses NOTE: Rwv 10R, post 55' from departure end of runway.

204' right of centerline, 15' AGL/85' MSL, Multiple trees beginning 180' from departure end of runway, 295' right of centerline, up to 105' AGL/194' MSL. Multiple trees beginning 839' from departure end of runway, 81' left of centerline, up to 88' AGL/148' MSL, Rwv 10L, multiple trees beginning 915' from departure end of runway, 598' right of centerline, up to 87' AGL/167' MSL, Rwy 28R. pole 746' from departure end of runway, 700' right of centerline, 40' AGL/133' MSL, Pole 1414' from departure end of runway, 624' right of centerline, 40' AGL/133' MSL. Multiple trees beginning 2069' from departure end of runway, 378' left of centerline, up to 74' AGL/173' MSL. Building 2176' from departure end of runway, 21' left of centerline, 56' AGL/151' MSL, Rwv 28L, light pole 142' from departure end of runway, 519' left of centerline, 40' AGL/136' MSL. Hanger 358' from departure end of runway, 306' left of centerline, 15' AGL/ 109' MSL. Multiple trees beginning 745' from departure end of runway, 375' left of centerline, up to 79' AGL/173'

MSL. Multiple trees, building and antenna beginning

1170' from departure end of runway, 322' right of

centerline, up to 57' AGL/152' MSL.

## MONTAGUE, CA

SISKIYOU COUNTY

TAKE-OFF MINIMUMS: Rwv 17, CAT A.B 2400-2 or std. with a min, climb of 350' per NM to 5500, CAT C.D 4100-2 or std. with a min. climb of 350' per NM to 7400. Rwv 35, 4000-2 or std. with a min. climb of 300' per NM to 7000.

DEPARTURE PROCEDURE: Rwy 17, climb direct MOG NDB. Continue climb to 10000 in MOG holding pattern (N, right turns, 172° inbound). Rwy 35, climb to 7000 via runway heading and 352° bearing from MOG NDB, then climbing right turn to 10000 direct MOG NDB. All aircraft depart MOG NDB at or above MEA for route of fliaht.



## MONTEREY.CA MONTEREY PENINSULA (MRY)

AMDT 6 09295 (FAA)

TAKE-OFF MINIMUMS: Rwv 10L, std, w/min, climb of 428' per NM to 1900 or 1700-21/2 for climb in visual conditions, Rwv 10R, std, w/min, climb of 451' per NM to 1900 or 1700-21/2 for climb in visual conditions Rwy 28L, std. w/min, climb of 218' per NM to 800 or 1700-21/2 for climb in visual conditions. DEPARTURE PROCEDURE: Rwv 101 . climbing left

turn heading 020° and SNS VORTAC R-231 to SNS VORTAC before proceeding on course or for climb in visual conditions, cross Monterey Peninsula airport at or above 1800, then via SNS VORTAC R-231 to SNS VORTAC before proceeding on course Rwy 10R.

climbing left turn heading 020° and SNS VORTAC R-231 to SNS VORTAC before proceeding on course or for climb in visual conditions, cross Monterey Peninsula airport at or above 1800, then via SNS VORTAC R-231 to SNS VORTAC before proceeding on course. Rwy 28L, climbing right turn heading 045° and SNS VORTAC R-260 to SNS VORTAC before proceeding on course or for climb in visual conditions, cross Monterey Peninsula airportator above 1800, then via SNS

VORTAC R-231 to SNS VORTAC before proceeding on course. Rwy 28R, climbing right turn heading 045° and SNS VORTAC R-260 to SNS VORTAC before proceeding on course. NOTE: Rwv 10L, obstruction light on DME 555' from DER, 217' right of centerline, 12' AGL/272' MSL. Tree

1.8 NM from DER, 2817' right of centerline, up to 100' AGL/859' MSL, Rwy 10R, obstruction light on DME 64' from DER, 284' left of centerline, 12' AGL/272' MSL. Tree 1.7 NM from DER, 2318' right of centerline, up to 100' AGL/859' MSL, Rwv 28L, tree 743' from DER, 619' left of centerline, up to 100' AGL/240' MSL, Tree 2.9 NM from DER, 2298' left of centerline, up to 100' AGL/640' MSL. Tree 2.9 NM from DER, 4578' left of centerline. 114' AGL/853' MSL, Rwy 28R, airplane 6' from DER. 179' left of centerline, 64' AGL/263' MSL

## MOUNTAIN VIEW, CA

MOFFETT FEDERAL AFLD

TAKE-OFF MINIMUMS: Rwy 14L, std. with a min. climb of 489' per NM to 6100. Rwy 14R, std. with a min. climb of 495' per NM to 6100. Rwy 32L, std. with a min. climb of 429' per NM to 6100. Rwy 32R, std. with a min. climb of 424' per NM to 6100.

## NAPA. CA NAPA COUNTY

TAKE-OFF MINIMUMS: Rwv 6, 1800-21/2, climb in visual

conditions to cross Nana County Airport at or above 1700 MSL before proceeding direct SGD VORTAC or std. with a min. climb of 475' per NM to 1400. Rwys 36L.36R, 1800-2½, climb in visual conditions to cross Napa County Airport at or above 1700 MSL before proceeding direct SGD VORTAC or std. with a min. climb of 370' per NM to 1200. DEPARTURE PROCEDURE: Rwvs 6.18L.18R.turn

right, Rwys 24.36L.36R, turn left, Allaircraft climb direct SGD VORTAC, Aircraft departing SGD R-060

CW R-270 climb on course. All others continue climb via SGD R-165 to 2000, then climbing right turn direct SGD VORTAC, climb on course. NOTE: Rwv 6, Flood light 90' from departure end of runway, 500' left of centerline, 30' AGL/64' MSL. Flood light 581' from departure end of runway, 485' left of centerline, 30' AGL/67' MSL, Railroad 1143' to 1236' from departure end of runway, on centerline to 500' left of centerline, 23' AGL/64' to 67' MSL. Pole 1396' from departure end of runway, 741' right of centerline, 33' AGL/77' MSL. Trees 1563' from departure end of runway, 575' left of centerline, 34' AGL/78' MSL, Trees. 2331' from departure end of runway, 203' right of centerline, 53' AGL/106' MSL. Trees 3297' from departure end of runway, 476' left of centerline, 52' AGL/ 131'MSL, Obstruction light hopper 3440' from departure end of runway, 273' right of centerline, 50' AGL/133' MSL. Trees 4895' from departure end of runway, 1067' left of centerline, 108' AGL/198' MSL. Rwv 18L, tree 4982' from departure end of runway, 237' left of centerline, 58' AGL/92' MSL, Rwv 24, bridge 4964' from departure end of runway, 1716' right of centerline, 167' AGL/167' MSL, Rwv 36R, floodlight 462' from departure end of runway, 339' right of centerline, 29' AGL/53' MSL, Tree 8701' from departure end of runway, 1286' right of centerline, 70' AGL/289' MSL. Tree 8838' from departure end of runway, 2299' right of centerline, 64' AGL/383' MSL, Rwv 36L, terrain 1' from departure end of runway, 491' left of centerline, 34' MSL, Terrain 210' from departure end of runway. 417' left of centerline, 32' MSL, Trees 595' from departure end of runway, 517' right of centerline, 18' AGL/42' MSL. Trees 3182' from departure end of runway, 793' right of centerline, 81' AGL/117' MSL. Trees 4636' from departure end of runway, 345' right of centerline, 114' AGL/153' MSL, Trees 7061' from departure end of runway, 1800' right of centerline, 70'

AGL/894' MSL. NOVATO, CA GNOSS FIFLD

> TAKE-OFF MINIMUMS: Rwy 13, NA. Rwy 31, 500-2 or std, with a min, climb of 250' per NM to 1000. DEPARTURE PROCEDURE: Rwy 31, climbing right turn direct SGD VORTAC before proceeding on

AGL/289' MSL. Pole 12845' from departure end of runway, 1471' right of centerline, 53' AGL/372' MSL. Pole 13005' from departure end of runway, 3483' right of centerline, 39' AGL/558' MSL, Tree 19688' from departure end of runway, 2155' right of centerline, 100'







OAKDALE

OAKDALE, CA

DEPARTURE PROCEDURE: Rwv 10, climbing left turn via heading 020° and LIN VORTAC R-124 to WRAPS

INT/LIN 16 66 DMF Climb in WRAPS holding pattern

(Northwest, right turn, 124° inbound) to cross WRAPS

INT at or above MEA for direction of flight Rwy 28. climb via heading 276° and LIN VORTAC R-146 to LIN VORTAC cross LIN VORTAC at or above MEA for

direction of flight NOTE: Rwv 10, terrain beginning 388' from departure end of runway, up to 279' MSL, Rwy 28, powerline 3447' from departure end of runway, 407' right of centerline.

115' AGL/329' MSL. OAKLAND, CA

## METROPOLITAN OAKLAND INTL

DEPARTURE PROCEDURE: Rwvs.9L.9R.11.15.29.

turn right, Rwys 27L,27R, maintain runway heading. Rwy 33, turn left. All aircraft climb to 4000 or above via V107 to COMMO Int. If not at 4000 at COMMO Int. climb in holding pattern (F\_right turns\_288° inbound) before proceeding on course.

## ORLAND, CA

HAIGH FIELD

DEPARTURE PROCEDURE: Rwv 15, climbing left turn. Rwy 33, climbing right turn. All aircraft climb via CIC

R-238 to GONGS Int. Aircraft departing GONGS Int. 070° CW 240° or 290° CW 360° climb on course. All others climb in GONGS holding pattern (NE, right turns, 238° inbound) to depart GONGS Int at or above: 001° CW 069°. 3200: 241° CW 289°. 2300.

## OROVILLE.CA

OROVILLE MUNI (OVE)

AMDT 2A 09267 (FAA)

TAKE-OFF MINIMUMS: Rwy 1, 1300-2 or std. w/min. climb of 260' per NM to 1700. Rwv 30, 400-134 or std. w/min. climb of 245' per NM to 600. DEPARTURE PROCEDURE: Rwys 1, 30, climbing left turn heading 170°. Rwys 12, 19, climbing right turn

heading 290°. All aircraft climb via MXW R-052 to TALUM Int/MXW 16.9 DME. Continue climb on course. NOTE: Rwy 1, light poles beginning 1368' from DER, 538'right of centerline, up to 71'AGL/255' MSL. Tree 513' from DER, 603'left of centerline, 52'AGL/236' MSL, Windsock 1143'from DER, 350' right of centerline, 19' AGL/213'MSL, Ground 191' from DER, 489' right of centerline, 190' MSL. Rwy 12, light on pole 128' from DER, 293'right of centerline, 27'AGL/203' MSL. Rwy 19, pole 902' from DER, 655' right of centerline, 36' AGL/

217' MSL. Vehicle on road 819' from DER, 376' left of centerline, 15' AGL/203' MSL. Rwy 30, obstruction light on transmission tower 1.4 NM from DER, 1825'right of

## centerline, 250' AGL/442' MSL. Tree 642' from DER, 638' left of centerline, 52'AGL/244' MSL,

## PALO ALTO, CA

PALO ALTO AIRPORT OF SANTA CLARA COUNTY

DEPARTURE PROCEDURE: Rwy 13, turn left. Rwy 31, turn right. All aircraft climb direct SJC VOR/ DME before proceeding on course.

## PETALUMA, CA PETALUMA MUNI

DEPARTURE PROCEDURE: Rwv 11, climb to 2400 or

above direct SGD VORTAC, Rwy 29, climb runway heading to 1500 then climbing left turn to 3000 direct SGD VORTAC All aircraft continue climb to MEA for route of flight. PLACERVILLE, CA

## PLACERVILLE (PVF)

AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: Rwv 5, NA-obstacles DEPARTURE PROCEDURE: Rwv 23, climb to 5000 via HNW R-226 then climbing right turn via HNW R-226 to HNW VOR/DME, Aircraft departing HNW VOR/DME R-180 CW R-303 climb on course; all others climb in HNW VOR/DME holding pattern (Hold SW, right turn. 048° inbound) to cross HNW VOR/DME at or above

NOTE: Rwy 23, hangar 20' from departure end of runway. 340' right of centerline, 27' AGL /2586' MSL

MEA/MCA for direction of flight before proceeding en

## PORTERVILLE, CA

PORTERVILLE MUNI

TAKE-OFF MINIMUMS: Rwv 12, 200-1 or std, with a

min\_climb rate of 220' per NM to 600 DEPARTURE PROCEDURE: Rwy 12, climbing right turn, Rwv 30, climbing left turn, All aircraft climb direct to TTE VOR/DME. Aircraft departing TTE R-146 CW R-330 climb on course. All others, continue climb in

TTE holding pattern (NW, right turns, 143° inbound) to

cross: TTE R-331 CW R-060, 8600; R-061 CW R-145.

NOTE: 559' frost fan 3000' east southeast runway 12.

## REDBLUFF.CA

RED BLUFF MUNI

TAKE-OFF MINIMUMS: Rwv 33, CATS C.D 2500-2 or std. with a min. climb of 300' per NM to 3300. DEPARTURE PROCEDURE: Rwv 15. climb direct RBL VORTAC. Rwy 33, climbing right turn direct RBL VORTAC, All aircraft departing RBL R-091 CW R-200 climb on course. All others climb in RBL holding pattern (S, right turns, 341° inbound) to depart RBL VORTAC at

or above: R-021 CW R-060, 4500; R-061 CW R-090,

2100: R-201 CW R-270, 4000: R-271 CW R-020, 2400.



## REDDING, CA REDDING MUNI

DEPARTURE PROCEDURE: Rwv 12, climb heading 122° and RBL R-344 to RBL VORTAC to 3000 before

proceeding on course. Rwv 16, climbing left turn

heading 110° and RBL R-344 to RBL VORTAC to 3000 before proceedingon course. Rwys 30, 34, climbing right turn heading 110° and RBL R-344 to RBL

VORTAC to 3000 before proceeding on course. NOTE: Rwy 12, multiple trees and bush 86' from

departure end of runway, 174' left of centerline up to 87' MSL. Rwv 30, multiple trees beginning 1936' from

AGL/576' MSL, fence and equipment 282' from departure end of runway, 330' left of centerline, up to 8' AGL/500' departure end of runway, 210' left of centerline, up to 94' AGL/594' MSL, multiple trees beginning 1686' from departure end of runway, 326' right of centerline, 68' AGL/568' MSL. Multiple poles and antenna on hangar beginning 289' from departure end of runway, 385' left of centerline up to 34' AGL/534' MSL. Rod on pole 850' from departure end of runway, 524' right of centerline, 36' AGL/536' MSL. Powerline 2419' from departure end of runway, 1091' left of centerline 84' AGL/584' MSL Hangar 1126' from departure end of runway, 528' left of

centerline, 37' AGL/537' MSL. Rwy 34, sign 98' from

departure end of runway, 356' left of centerline 5' AGL/

510' MSL, tree 588' from departure end of runway, 483'

RIO VISTA, CA

RIO VISTA MUNI DEPARTURE PROCEDURE: Rwy 7, turn left. Rwys 14.25.32 turn right, All aircraft climb direct SAC VORTAC.

SACRAMENTO, CA MC CLELLAN AIRFIELD (MCC)

left of centerline 16' AGL/521' MSL

AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: STANDARD

ORIG 08325 (FAA)

NOTE: Rwv 2, multiple trees 1128' from departure end of

runway, 108' left of centerline, up to 76' AGL/96' MSL.

Antenna 1376' from departure end of runway, 663' left of centerline, 51' AGL/71' MSL, Trees 1858' from departure end of runway, 137' right of centerline, 73' AGL/93' MSL, Rwv 12, multiple trees 518' from

departure end of runway, 26' left of centerline, up to

runway, 336' left of centerline, 37' AGL/52' MSL.

83'AGL/98' MSL, Light pole 507' from departure end of

Transmission pole 3971' from departure end of runway

647' left of centerline, 130' AGL/154' MSL, Multiple

trees 475' from departure end of runway, 476' right of centerline up to 97' AGL/112' MSL, Light poles 711'

from departure end of runway, 241' right of centerline,

end of runway, 481'left of centerline, 38' AGL/53' MSL,

Antenna 540' from departure end of runway, 516' left of

centerline, 53' AGL/67' MSL, Multiple trees beginning

up to 78' AGL/88' MSL. Multiple trees beginning 588' from departure end of runway, 195' right of centerline, up

to 67' AGL/77' MSL. Rwy 20, multiple trees beginning

up to 92' AGL/107' MSL. Multiple trees beginning 714'

850' from departure end of runway, 626' left of centerline.

from departure end of runway, 515' right of centerline, up to 66' AGL/81' MSL. Rwv 30. obstruction light on

hangers 460' from departure end of runway, 360' right of centerline, 25' AGL/43' MSL. Multiple trees beginning

beginning 1331' from departure end of runway, 247' left

centerline, 47' AGL/67' MSL. Rwy 34, trees 1724' from

departure end of runway, 854' left of centerline, 56' AGL/

631' from departure end of runway, 195' right of

centerline, up to 56' AGL/74' MSL, Multiple trees

of centerline, up to 90' AGL/110' MSL. Antenna on building 1543' from departure end of runway, 442' left of

74' MSL. Tree 2233' from departure end of runway.

DEPARTURE PROCEDURE: Rwv 16L, climb via heading 164° to 800 before turning east.

DEPARTURE PROCEDURE: Rwvs 4L.4R. climbing right turn direct SAC VORTAC. Rwys 22 L,22R climb

TAKE-OFF MINIMUMS: Rwys 3, 14, 21, 32, NA. Rwv 8, CAT C.D 3600-2 or std, with a min, climb of 420' per NM to 4100. Rwy 13, CAT C, D 3600-2 or std. with min. climb of 500' per NM to 4000. Rwy 31, RVR/24, DEPARTURE PROCEDURE: Rwys 8, 13, 26, turn right. Rwv 31. turn left. Climb on SNS R-275 to 2000, then climbing right turn to cross SNS VORTAC at or above

1062' right of centerline, 79' AGL/99' MSL.

SACRAMENTOINTL

SACRAMENTOMATHER

direct SAC VORTAC.

SALINAS, CA SALINAS MUNI

1317' from departure end of runway, 36' left of centerline,

36' AGL/51' MSL. Rwy 16. light pole 22' from departure

SACRAMENTO EXECUTIVE (SAC)

SACRAMENTO, CA (CON'T)

TAKE-OFF MINIMUMS AND (OBSTACL F) DEPARTURE PROCEDURES



## SAN ANDREAS, CA CALAVERAS CO-MAURY RASMUSSEN FIELD

TAKE-OFF MINIMUMS: Rwv 13, 1800-5 or std. with a

min. climb of 290' per NM to 3100. DEPARTURE PROCEDURE: Rwv 13. climb runwav

heading to 3100, then climbing right turn via LIN R-085 to LIN VORTAC, Rwy 31, climb via heading 311° to 3000 then climbing left turn via Linden (LIN) VORTAC R-029 to LIN VORTAC.

## SAN CARLOS, CA

SAN CARLOS (SQL)

AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: Rwv 30. NA.

DEPARTURE PROCEDURE: Rwy 12, climbing left turn via heading 120° and SJC VOR/DME R-281 to SJC VOR/DME before proceeding on course.

NOTE: Rwy 12, ground 0' from DER, 148' left of

centerline, 0' AGL/11' MSL, Building 2' from DER, 167' right of centerline, 27' AGL/30' MSL. Levee beginning 117' from DER, 90' left of centerline, up to 12' AGL/12' MSL, Pole 715' from DER, 294' right of centerline, 34' AGL/38' MSL. Tower 1674' from DER, 741' right of centerline 106' AGI /111' MSI

## SAN FRANCISCO, CA

SAN FRANCISCO INTI

TAKE-OFF MINIMUMS: Rwy 19L, 2000-2 or std. with a min, climb of 520' per NM to 2300, Rwv 19R, 2000-2 or std, with a min, climb of 500' per NM to 2300.

Rwys 28L, 28R, 800-2 or std. with a min. climb of 270' per NM to 1000.

DEPARTURE PROCEDURE: Rwys 1L,1R, 28L, 28R, climb runway heading to 2000. Rwys 10L.10R.19L. 19R, climbing left turn via heading 050° and SFO R-090. All aircraft continue climb on course

## SAN JOSE, CA NORMAN Y MINETA SAN JOSE INTL (SJC)

AMDT 6A 09267 (FAA) TAKE-OFF MINIMUMS: Rwvs 11, 12R 400-21/2 or std

with a min\_climb of 260' per NM to 500 Rwv 12I 400-134 or std. with a min. climb of 278 per NM to 500. DEPARTURE PROCEDURE: Rwvs 11.12L.12R. climbing right turn via heading 315° to 2000, then via OAK R-135 to OAK VORTAC before proceeding on course. Rwys 29, 30L, 30R, Climb via heading 312° to

2000, then via OAK R-132 to OAK VORTAC before proceeding on course NOTE: Rwv 11, multiple trees beginning 1837 from DER 230' right of centerline up to 85' AGL/154' MSL Crane 2 14 NM from DER 1144' left of centerline 305' AGL/389' MSL. Rwv 12L. multiple cranes, trees, and blda beginning 286' from centerline, 69' right of centerline, up to 305' AGL/389' MSL. Multiple antennas. poles, bldg, and trees beginning 191' from DER, 48' left of centerline, up to 275' AGL/366' MSL, Rwv 12R. multiple antennas, bldg, cranes, poles, and trees beginning 1402' from DER, 194' left of centerline, up to 305' AGL/389' MSL. Multiple antennas, bldg, cranes. poles, and trees beginning 659' from DER, 150' right of centerline, up to 73' AGL/142' MSL, Rwy 29, tree 2252' from DER, 114' left of centerline, 86' AGL/125' MSL, QL on GS 821' from DER, 400' right of centerline, 35' AGL/ 74'MSL. Rwy 30L, multiple antennas, poles, towers, and trees beginning 1014' from DER, 350' left of centerline. up to 59' AGL/94' MSL. Multiple antennas, poles, and trees beginning 1279' from DER, 379' right of centerline, up to 52' AGL/88' MSL, Rwv 30R, multiple antennas, fences, and poles beginning 139' from DER,

REID-HILLVIEW OF SANTA CLARA COUNTY TAKE-OFF MINIMUMS: Rwvs 13L, 13R, NA-

40' right of centerline, up to 95' AGL/124' MSL. Multiple

poles and trees beginning 185' from DER, 38' left of

DEPARTURE PROCEDURE: Use DECOT DEPARTURE.

centerline, up to 51' AGL/85' MSL.

### SAN MARTIN. CA

SOUTH COUNTY AIRPORT OF SANTA CLARA COUNTY

TAKE-OFF MINIMUMS: Rwv 14. NA. Rwv 32. 400-2 or std. with a min. climb of 350' per NM to 4000. DEPARTURE PROCEDURE: Rwv 32. all aircraft climb runway heading to 2200, aircraft departing northwest via V-485, climbing left turn to 4600, heading 270° to intercept SJC R-121 (V-485) to SJC VOR/DME proceed on course; aircraft departing southeast via V-485, climbing left turn to 4600, heading 170° to intercept SJC R-121 (V485) southeast bound to GILRO Intand proceed on course.



SANTA ROSA, CA

## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES 00205

## CHARLES M. SCHULZ-SONOMA COUNTY

TAKE-OFF MINIMUMS: Rwv 1, std. with a min. climb of 267' per NM to 2400, or 1000-21/2 for climb in visual conditions Rwv32, std with a min\_climb of 314 ner NM to 2400, or 1000-21/2 for climb in visual conditions. DEPARTURE PROCEDURE: Rwvs 1.32, climbing left turn heading 164°, thence...or climb in visual conditions to cross the STS VOR/DME southwestbound at or above 1100 thence Rwv14 climbing right turn heading 250° thence...Rwy19. climb on heading 190°, thence... ...intercept and climb via STS R-202 to FREES INT, cross FREES at or above MEA for route of flight or continue climb in FREES holding pattern (SE, right turns, PYE VORTAC 334 73 inbound) to MEA for route of flight NOTE: Rwv 1. tree 739' from departure end of runway. 525' left of centerline, 40' AGL/141' MSL, Rwv 14. multiple trees beginning 321' from departure end of runway, 421' left of centerline up to 73' AGL/172' MSL. Tree 2113' from departure end of runway 721' right of centerline, 77' AGL/176' MSL, Rwv 19, posts 39' from departure end of runway, 259' right of centerline, 7' AGL/ 126' MSL. Multiple trees beginning 1482' from departure end of runway, 461' right of centerline, up to 100' AGL/ 253' MSL. Multiple trees beginning 1666' from departure end of runway, 58' left of centerline, up to 55' AGL/257 MSL. Rwv 32, windsock 39 from departure end of runway, 341' left of centerline, 25' AGL/133' MSL, Multiple trees beginning 810' from departure end of runway, 87' right of centerline up to 50' AGL/205' MSL. Multiple trees beginning 2419' from departure end of

## SOUTH LAKE TAHOE, CA

### **LAKE TAHOE**

TAKE-OFF MINIMUMS: Rwv 18, 4000-3 or std. with min. climb of 700' per NM to 9800. Rwy 36, 2700-3 or std. with a min, climb of 400' per NM to 8300 DEPARTURE PROCEDURE: Rwv 18, climb runwav heading to 9800, then continue climbing right turn via heading 280° and SWR R-152 to SWR VOR/DME. Rwv 36, climb runway heading to 8300, then continue climbing left turn via heading 340° and SWR R-102 to SWR VOR/DME. Then all aircraft proceed on course.

runway, 167' left of centerline, up to 50' AGL/216' MSL.

## STOCKTON, CA STOCKTON METROPOLITAN (SCK)

ORIG 09015 (FAA) TAKE-OFF MINIMUMS: Rwv 29R, 300-11/2 or std. w/

min, climb of 210' per NM to 300 or alternatively, with standard take-off minimums and a normal 2001/NM climb gradient take-off must occur no later than 1300' prior to departure end of runway. NOTE: Rwv 111 . truck on road 199' from departure end of runway, 439' left of centerline, 15' AGL/49' MSL. Obstruction light on blast fence and antenna on building beginning 294' from departure end of runway 39' right of centerline, up to 20' AGL/50' MSL, Rwy 29L, antenna on building 2956' from departure end of runway, 1204' left of centerline, 90' AGL/117' MSL, Stack 5562' from departure end of runway, 1721' right of centerline, 143' AGI /171 MSI Rwy 29R, obstruction light on grain elevator, 1.0 NM from departure end of runway, 1882' left of centerline, 161' AGL/191' MSL, Light tower and rod on field light tower beginning 245' from departure end of runway, 1' left of centerline up to 44' AGL/71' MSI Stacks and light on sile beginning 256' from

departure end of runway, 381' right of centerline, up to

## 144'AGL/171'MSL. SUSANVILLE. CA

SUSANVILLE MUNI DEPARTURE PROCEDURE: Use AMEDEE DEPARTURE.



09295

## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## TRACY, CA TRACY MUNI (TCY)

AMDT 3 09295 (FAA)

TAKE-OFF MINIMUMS: Rwv 26, 700-3 or std. w/a min.

climb of 320' per NM to 1000. DEPARTURE PROCEDURE: Rwv 8. climb to 3000 via

heading 073° and MOD VOR/DMF R-264 to MOD VOR/DME before proceeding on course. Rwv 12.

R-264 to MOD VOR/DME before proceeding on

climbing left turn to 3000 to intercept MOD VOR/DME

course. Rwy 26, climbing right turn to 3000 via heading

150° and MOD VOR/DMF R-264 to MOD VOR/DMF

before proceeding on course. Rwv 30, climbing right

turn to 3000 via heading 150° to intercept MOD VOR/

DME R-264 to MOD VOR/DME before proceeding on

NOTE: Rwv 8, tree 472' from DER 198' left of centerline 50' AGL/194' MSL. Fence 167' from DER, 8' right of centerline, 25' AGL/176' MSL, Vehicle on road 241' from

DER, 412' left of centerline, 15' AGL/183' MSL, Vehicles on roads starting 241' from DER, 7' right of centerline. up to 15' AGL/189' MSL Poles starting 403' from DER 204' left of centerline, up to 54' AGL/208' MSL, Poles

starting 727' from DER, 49' right of centerline, up to 54' AGL/212' MSL. Rwv 12, trees starting 436' from DER. 251' right of centerline, up to 72' AGL/253' MSL. Conveyor 1995' from DER, 504' left of centerline, 66' AGL/270' MSL. Poles starting 832' from DER, 396'

right of centerline, up to 56' AGL/240' MSL, Obstruction light on hopper 1934' from DER, 274' right of centerline. 74' AGL/255' MSL. Vehicles on road starting 133' from DER, 272' left of centerline, up to 15' AGL/206' MSL.

Fence 32' from DER 405' left of centerline, 25' AGL/194' MSL, Rwv 26, tree 1173' from DER, 180' right of centerline, 35' AGL/234'MSL. Trees starting 1067' from DER, 125' left of centerline, up to 35' AGL/794' MSL. Vehicle on road 236' from DER, 150' left of centerline.

15' AGL/214' MSL. Fence 69' from DER, 133' left of

centerline, 23' AGL/203' MSL, Rising terrain 11105' from DER, 2814' left of centerline, up to 739' MSL. Rwy 30, trees starting 438' from DER. 30' right of centerline, up to 35' AGL/209' MSL, Tree 1079' from DER, 82' left of centerline, 35' AGL/214' MSL Obstruction light on hopper 985' from DER, 353' right of centerline, 72' AGL/236' MSL. Bush 195' from DER,

1149' from DER, 160' left of centerline, 47' AGL/211' MSL. Obstruction light on building 2289' from DER, 65' right of centerline, 74' AGL/238' MSL,

364' left of centerline, 25' AGL/189' MSL, Light pole

## TRAVIS AFB (KSUU) FAIRFIELD. CA . . . . . . .

centerline.

9295

All Rwy: Comply with assigned SID or ATC radar TAKE-OFF OBSTACLES: Rwy 3L, 56' MSL, Terrain 10'

to 46' from DER, 500' left of centerline, Rwy 21L, Light pole 15' AGL/83' MSL, 148' from DER, 546' left of centerline. Light pole 15' AGL/84' MSL, 346' from DER. 547' left of centerline. Light pole 15' AGL/84' MSL, 521' from DER, 548' left of centerline. Light pole 15' AGL/83' MSL, 702' from DER, 549' left of centerline, Light pole 15' AGL/84' MSL, 880' from DER, 549' left of centerline.

DEPARTURE PROCEDURE: Rwy 3L, Climbon a heading between 344° CW to 137° from DER, Rwy 3R. Climb on a heading between 328° CW to 140° from

Light pole 15' AGL/85' MSL, 926' from DER, 661' left of

## TRUCKEE.CA TRUCKEE-TAHOE (TRK)

AMDT 4 08269 (FAA)

DEPARTURE PROCEDURE: Rwvs 1.28. use TRUCK DEPARTURE

## MEEEORD FIELD

DEPARTURE PROCEDURE: Rwy 13, climbing right

turn, Rwv 31, climbing left turn, All aircraft climb direct

**UKIAH, CA** 

UKIAH MUNI

VACAVILLE, CA

NUT TREE (VCB)

conditions.

AMDT 4 09127 (FAA)

4000 All other aircraft climb on course

min. climb of 350' per NM to 4000.

TAKE-OFF MINIMUMS: Rwvs 10, 19, NA-obstacles.

to VIS VOR/DME. Aircraft departing VIS R-001 CW

turns, 287° inbound) to cross VIS VOR/DME at or above

TAKE-OFF MINIMUMS: Rwv 15. NA. Rwv 33. 300-1 and

DEPARTURE PROCEDURE: Climb to 4000 via heading

TAKE-OFF MINIMUMS: Rwy 20, std. w/min. climb of

424' per NM to 1600, or 1200-21/2 for climb in visual

to intercept SAC R-242 to SAC VORTAC, to 2000

to intercept SAC R-242 to SAC VORTAC, to 2000

before proceeding on course, or, for climb in visual

1300, then climb to 2000 via SAC R-242 to SAC

VORTAC, proceed on course.

centerline, 3' AGL/122' MSL.

TAKE-OFF MINIMUMS AND (OBSTACL F) DEPARTURE PROCEDURES

DEPARTURE PROCEDURE: Rwy 2, climbing right turn

before proceeding on course. Rwy 20, climbing left turn

conditions: cross Nut Tree Airport eastbound at or above

NOTE: Rwy 2, trees beginning 222' from DER, 514' left

of centerline up to 106' AGL/225' MSL. Light pole 337'

Rwy 20, pole 161' from DER, 500' left of centerline, 120'

Windsock 6' from DER, 166' right of centerline, 8' AGL/

AGL/239' MSL. Trees beginning 269' from DER, 335'

left of centerline, up to 117' AGL/236' MSL, Pole 777' from DER, 436' left of centerline, 119' AGL/238' MSL.

127' MSL. Fence 193' from DER, 202' right of

from DER, 534' left of centerline, 28' AGL/147' MSL.

350° then climbing left turn to 6000 direct ENI.

R-140 continue climb in VIS holding pattern (E, right

## TULARE, CA



## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{f V}$ 00205

## VISALIA. CA VISALIA MUNI (VIS)

AMDT 3 09239 (FAA)

DEPARTURE PROCEDURE: Rwv 12, climbing right

turn via heading 230° to 2000 to intercent V23 Rwv 30. climbing left turn via heading 230° to 2000 to intercent

1/23 NOTE: Rwv 12, tree 774' from DER 618' right of

centerline, 46' AGL/340' MSL, Tree 1327' from DER. 823' left of centerline, 55' AGL/349' MSL, Rwv 30. multiple trees beginning 179' from DER, 260' left of centerline, up to 54' AGL/343' MSL. Antenna on building 285' from DER, 250' right of centerline, 16' AGL/305'

MSL. Truck on road 522' from DER, on centerline, 17' AGI /342 MSI Railroad 690 from DER 549 left of centerline, 23' AGL/317' MSL, Multiple trees beginning 876' to 3029' from DER, 341' to 461' left of centerline, up to 90' AGL/379' MSL. Multiple trees beginning 1886' from DER, 103' right of centerline, up to 58' AGL/347'

## WATSONVILLE, CA

## WATSONVILLE MUNI

TAKE-OFF MINIMUMS: Rwv 2, 1100-2 CAT A.B. 1900-2 CAT C.D or std. with a min. climb of: CAT A.B 330 per NM to 2200; CAT C,D 460' per NM to 2400. Rwy 8, std. with a min. climb of 290' per NM to 2200, Rwy 20. std, with a min, climb of 330' per NM to 2200, Rwy 26, std. with a min. climb of 330' per NM to 2200. DEPARTURE PROCEDURE: Rwv 2 climbing right turn. Rwy 20, climb runway heading. Rwy 26, climbing left turn, All aircraft intercept 212° bearing from PAJAR NDB and climb to cross MOVER Int at or above 2200. Climb in MOVER INT holding pattern (NE, right turns, 212° inbound) until reaching MEA or assigned altitude. NOTE: Rwy 2, 40' AGL pole 17' from departure end of runway, 340' left of centerline, Rwy 8, 189' AGL tower 4696' from departure end of runway, 1200' right of centerline. Rwy 20,106' AGL tree 954' from departure end of runway, 550' left of centerline. Rwy 26, 174' AGL tree 625' from departure end of runway, 580' left of

## centerline WILLITS, CA

**ELLS FIELD-WILLITS MUNI** 

DEPARTURE PROCEDURE: Rwy 16, use MENDOCINO RNAV DEPARTURE. Rwv 34. use FLUEN RNAV DEPARTURE.

### WILLOWS, CA

WILLOWS-GLENN COUNTY

DEPARTURE PROCEDURE: Rwy 13, climbing right turn. Rwy 16, climb runway heading. Rwy 31, 34, climbing left turn. All aircraft climb direct to MXW VORTAC. Aircraft departing MXW Vortac R-330 CW R-220, climb on course. All others continue climb in MXW holding pattern (S, 350° inbound, left turns) to depart MXW Vortac 220° CW 290°, 6500, 291° CW 330°.5500

NOTE: Rwy 34,55' AGL pole 530' from departure end of runway, 430' right of centerline.

## WOODLAND, CA WATTS-WOODLAND (O41)

AMDT 3 09127 (FAA)

DEPARTURE PROCEDURE: Rwv 18. climb heading

185° and ILA R-151 to EMBER INT/ILA 48 DME before proceeding on course, Rwv 36, climbing left turn via heading 320° and II A R-145 to II A VORTAC before proceeding on course.

NOTE: Rwy 18, tree 2478' from DER 283' right of centerline, 100' AGL/249' MSL. Vehicle on road 192' from DER, on centerline, 15' AGL/144' MSL, Rwv 36, tree 453' from DER 69' left of centerline 100' AGL /224' MSL Vehicle on road 350' from DER, on centerline, 15' AGL/ 134' MSL. Tree 4489' from DER, 1688' left of centerline. 100' AGL/234' MSL.

# $\overline{f V}$ TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{f V}$

INSTRUMENT APPROACH PROCEDURE CHARTS

## FIFT TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSI.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

# NAME TAKE-OFF MINIMUMS APPLE VALLEY. CA

APPLE VALLEY

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1 or std. with a min. climb gradient of 340' per NM until 5800. **Rwy 8.18.26.** NA.

DEPARTURE PROCEDURE: Use EXCON ONE RNAV

DEPARTURE. Rwy 8,18,26, NA.

## AVALON, CA

CATALINA

DEPARTURE PROCEDURE: Rwys 4,22, climb straight ahead to 2300 then proceed on course.

## **BAKERSFIELD.CA**

BAKERSFIELD MUNI

TAKE-OFF MINIMUMS: Rwy 16, 300-1 or std. with a min. climb of 230' per NM to 500. Rwy 34, 400-2 or std. with a min. climb of 400' per NM to 800.

DEPARTURE PROCEDURE: Rwy 16, turn right.
Rwy 34, turn left. All aircraft climb direct EHF
VORTAC. Aircraft departing EHF R-120 CW R-360.

climb on course, all others continue climb in EHF VORTAC holding pattern (NW, right turns, 144° inbound) to cross EHF at or above 4000, before proceeding on course.

NOTE: 120' powerlines on centerline, 2551' from departure end of runway 16.

# NAME TAKE-OFF MINIMUMS BAKERSFIELD. CA (CON'T)

MEADOWS FIFI D

DEPARTURE PROCEDURE: All aircraft climbing right turn direct EHF VORTAC. Aircraft departing EHF R-180 CW R-350 climb on course. All others continue climb northwestbound via EHF R-324, then climbing left turn to cross EHF VORTAC at or above: EHF R-110 CW R-179 3000; EHF R-351 CW R-109 4000.

## **BIG BEAR CITY, CA**

**BIG BEAR CITY** 

TAKE-OFF MINIMUMS: Rwy 8, 1200-2 or std. with a min. climb of 282' per NM to 8000. Rwy 26, NA. DEPARTURE PROCEDURE: Use OKACO RNAV DEPARTURE. Rwy 26, NA.

## **BLYTHE, CA**

**BLYTHE** 

TAKE-OFF MINIMUMS: Rwy 26, 700-2 or std. with a min. climb of 330' per NM to 1100.
DEPARTURE PROCEDURE: Rwys 8,17,35, turn right.
Rwy 26, turn left, climb to 1500 via heading 180° and BLH R-120, then climbing left turn direct BLH VORTAC. MCA 2000.

# $oldsymbol{ abla}$ take-off minimums and (obstacle) departure procedures

## **BORREGO SPRINGS, CA** BORREGO VALLEY (L08)

AMDT 2 08101 (FAA)

DEPARTURE PROCEDURE: Use ZUNGU DEPARTURE (RNAV)

BRAWLEY, CA BRAWLEY MUNI

TAKE-OFF MINIMUMS: Rwv 26, NA

DEPARTURE PROCEDURE: Rwv 8, turn right. Climbto.

3000 via IPL R-009 to IPL VORTAC, then climb on

BURBANK CA

## BOR HOPE

TAKE-OFF MINIMUMS: Rwv 8. Cats A.B 1500-2 or std.

with 480' per NM to 2400, Cats C. D 2300-2 or std. with

650' per NM to 3200. Rwy 15, 1300-2 or std. with 290'

per NM to 2100, Rwv 33, 1100-2 or std, with 390 per NM to 2000.

DEPARTURE PROCEDURE: Rwv 26, climb direct VNY VOR/DME. Rwvs 8.15. climbing right turn. Rwv 33. climbing left turn direct to VNY VOR/DME. All aircraft

continue climb to MEA. North/westbound via V326 to GINNA Int. south/eastbound via V186 to DARTS Int. CALIFORNIA CITY, CA

## CALIFORNIA CITY MUNI

DEPARTURE PROCEDURE: Use CALIFORNIA CITY (RNAV) DEPARTURE.

## CALIPATRIA. CA

CLIFE HATEIELD MEMORIAL

DEPARTURE PROCEDURE: Rwv 8. climb runwav heading to 400', then climbing right turn to 3000 via heading 200° and IPLR-336 to IPL VORTAC. Rwv 26. climb runway heading to 400', then climbing left turn to 3000 via IPL R-336 to IPL VORTAC.

## CAMARILLO, CA

CAMARILLO

TAKE-OFF MINIMUMS: Rwv 8. 1100-2 or std. with a min, climb of 250' per NM to 1500. DEPARTURE PROCEDURE: Rwy 8, climb to 2500 via CMA R-061, Rwy 26, climbing right turn to 2500 via

CMA R-265. All aircraft climbing left turn direct CMA VOR/DME. Continue climb on course to assigned altitude.

## CAMP PENDLETON MCAS (MUNN FIFL D) (KNFG)

RWY 3: Diverse departures not authorized

RWY 21: Cross DER 35' AGI /96' MSI, or above

Diverse departure authorized between 199° to 226° CW

-Civil standard with minimum obstacle climb of 500 ft/ NM to 1000': Military standard with minimum obstacle

climb of 430 ft/NM to 800' 800-2 ceiling and vis authorized in lieu of minimum climb rate

101' AGI /165' MSI beginning 2180' from DER 490' to 700' right of centerline, Tree 66' AGL/141' MSL, 2209' from DER 207' left of centerline Tree 101' AGI /164' MSI 2286' from DER 506' right of centerline Antenna 276' MSL, 4525' from DER, 1233' left of centerline. Terrain 739' MSI 4 02 NM from DER 3721' left of

NM from DER, 943' right of centerline. Antennas and

Tower up to 50' AGL/623' MSL beginning 1.5 NM from

DER, 2390' to 2745' right of centerline, Multiple Pylons

and Terrain up to 50' AGL/606' MSL beginning 1.6 NM

from DER 1022' to 1605' right of centerline TACAN 70'

TAKE-OFF OBSTACLES: RWY 3: Multiple trees up to centerline, RWY 21: Terrain 219' MSL, 3790' from DER 815' left of centerline Terrain 399' MSI 5598' from DER 1853' left of centerline, Terrain 530' MSI, 1.5.

centerline Trees 43' AGL/104' MSL 552' from DER 182' right of centerline, Trees 63' AGL/124' MSL, 836' from DER, 714' left of centerline, Trees 40' AGL/101' MSI 502' from DER 273' left of centerline CARLSBAD, CA MCCLELLAN-PALOMAR TAKE-OFF MINIMUMS: Rwv 6, 1400-2 or std. with a

AGL/560' MSL, 1.75 NM from DER, 90' right of

min. climb of 260' per NM to 2100. DEPARTURE PROCEDURE: Rwv 6. climbing left turn to 3100 heading 245°, Rwy 24, climb runway heading to 2800. All aircraft climb on course.

## CHINA LAKE NAWS (ARMITAGE FLD)(KNID)

RIDGECREST, CA ...... 07130 Rwv 3.8. Diverse departure not authorized.

Rwv 14. Diverse departures authorized 071° to 141° CW with minimum civil climb of 450'/NM to 6900, minimum military climb of 390 / NM to 6300, 141° to

211° CW with minimum civil climb of 310'/NM to 5400, minimum military climb of 290 / NM to 5100. Rwv 21. Diverse departures authorized 143° to 208° CW with minimum civil climb of 310'/NM to 5900, minimum military climb of 280'/NM to 5600. Rwy 26, Diverse departures authorized 143° to 200° CW with minimum civil climb of 300'/NM to 5900, minimum military climb of 280'/NM to 5600. Turn left on departure to assigned heading. Maximum departure speed 250 KIAS until established on assigned heading. Rwy 32, Diverse departures authorized 126° to 175° CW with minimum civil climb

of 350'/NM to 6300, minimum military climb of 310'/NM to 5900. Turn left on departure to assigned heading. Maximum departure speed 250 KIAS until established on

assigned heading. TAKE-OFF OBSTACLES: Rwy 14, Tower 176 AGL/2415' MSL, 5545' from DER, 246' right of centerline.





# $oldsymbol{ abla}$ take-off minimums and (obstacle) departure procedures

## CHINO, CA CHINO

TAKE-OFF MINIMUMS: Rwv 3, std. with a min. climb of 270' per NM to 4800 Rwys 81 /R, std. with a min\_climb of 270' per NM to 4800. Rwy 21, Cat A/B std. with a min climb of of 290' per NM to 4800. Cat C/D std. with a min. climb of 400' per NM 4800 Rwys 26L/R. Cat A/B std with a min. climb of 270' per NM to 4800. Cat C/D std. with a min\_climb of 410' per NM to 4800

DEPARTURE PROCEDURE: Rwys 3, 8L/R, climbing right turn direct PDZ VORTAC, Rwvs 21.26L/R. climbing left turn direct PDZ VORTAC All aircraft climb in PDZ VORTAC holding pattern (Hold E, right

turns, 258° inbound) to the appropriate MEA. NOTE: 108' AGL trees 1200' from departure end of runway 3, 600' left of centerline.

## CORONA, CA

### CORONA MUNI

TAKF-OFF MINIMIJMS: Rwv 7. 1000-2 or std. with a min. climb of 310' per NM to 1700. Rwv 25, 600-2 or std. with a min. climb of 280' per NM to 1200.

DEPARTURE PROCEDURE: Rwv 7, climbing left turn. Rwv 25, climbing right turn. All aircraft continue climb direct to PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ VORTAC holding pattern (Hold NE, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-141 CW R-230 4000, R-281 CWR-0906700.

### DAGGETT, CA

### BARSTOW-DAGGETT (DAG)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: Rwv 22, std w/min, climb of 401' per NM to 4400 or 3500-3 for climb in visual conditions. Rwv 26, std. w/min, climb of 432' per NM to 4600 or 3500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwv 4, climb direct DAG VORTAC, Thence... Rwv 8, climbing left turn direct DAG VORTAC. Thence... Rwys 22,26, climbing right turn heading 090° and DAG VORTAC R-224 to DAG VORTAC, Thence...

...climb in DAG VORTAC holding pattern (NE, left turns, 224° inbound) to cross DAG VORTAC at or above 7500 before proceeding on course, or for climb in visual conditions: cross Barstow-Daggett airport Northeastbound at or above 5300, then climb to 7500 via DAG R-224 to DAG VORTAC before proceeding on

NOTE: Rwy 4, multiple bushes, terrain, and AG equipment beginning at DER, from 295' left and 286' right of centerline, up to 40' AGL/1928' MSL. Rwy 8, multiple trees and bushes beginning 113' from DER, from 343' left and 259' right of centerline, up to 40' AGL/ 1924' MSL. Rwy 22, multiple terrain beginning at 5668' from DER, from 2019' right and 2019' left of centerline. up to 3895' MSL. Rwy 26, road beginning 360' from DER, from 596' left and 596' right of centerline, up to 15' AGL/1946' MSL, Railroad beginning 953' from DER. from 755' left and 755' right of centerline, up to 23' AGL/ 1958' MSL

## DELANO, CA DELANO MUNI (DLO)

AMDT 3A 08129 (FAA)

TAKE-OFF MINIMUMS: Rwv 32, 400-1 or std. with a min\_climb rate of 390' per NM to 400

DEPARTURE PROCEDURE: Rwv 14, Climb via heading 140° and EHE VORTAC R-324 to 3000 before proceeding on course Rwy 32, climb via heading 320° and EHF VORTAC R-324 to 3000 before proceeding on course NOTE: 65' AGL tree 600' from departure end of runway.

500' left of centerline runway 14.

## EDWARDS AF AUX NORTH BASE (9L2)

EDWARDS, CA

Rwy 6-24, climb on course, cross 15 NM from ARP at orahove 4500

## EDWARDS AFB (KEDW)

FDWARDS CA 08269 Rwv 4L/R. Radar Required. Climb 340/NM to 5500. track inhound on FDW R-223 to FDW VORTAC, then out EDW R-043. Climb as instructed, expect radar vectors after passing 4500 or climb on course, cross 15 NM from ARP at or above 4500, Rwy 22L/R. Radar and DME Required, CAT ABC track outbound FDW R-223 At 12 DMF turn right heading 020 intercept EDW R-247 to EDW VORTAC, Climb as instructed, expect radar vectors after passing 4500 or climb on course, cross 15 NM from ARP at or above 4500, CAT DE track outbound EDW R-223, At 12 DMF turn right intercent FDW R-247 to FDW VORTAC, Climb as instructed, expect radar vectors after passing 4500 or climb on course, cross 15 NM from ARP at or above 4500.

## EL CENTRO NAF (KNJK)

EL CENTRO, CA . . . . . . . . . Diverse Departures not authorized

DEPARTURE PROCEDURE: All Rwys, use published departure procedure or if ceiling and visibility is below 2100-21/2, make climbing turn direct IPL VORTAC within 3.6 DME of NJK TACAN and expect radar vectors to ioin assigned route. Expect filed altitude 10 minutes after departure, Cross IPL VORTAC at or below 7000.

## EL MONTE, CA

### **ELMONTE**

TAKE-OFF MINIMUMS: Rwv 1, 600-1 or std. with a min. climb of 280' per NM to 1000, Rwy 19, 1200-2 or std. with min, climb of 230' per NM to 1900.

DEPARTURE PROCEDURE: Rwy 1, climbing right turn, Rwv 19, climb runway heading to 800 then climbing left turn. All aircraft intercept PDZ R-278 to PDZ VORTAC, Aircraft departing PDZ R-091 CW R-280 climb on course. All others continue climb in PDZ holding pattern (NE, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-281 CW R-090, 6700.



## FALLBROOK, CA

FALLBROOK COMMUNITY AIRPARK TAKE-OFF MINIMUMS: Rwv 36, CAT A B 700-2 or std.

with a min. climb of 340' per NM to 5000.

DEPARTURE PROCEDURE: Rwv 18. climb runwav heading to 1200, then climbing left turn via heading 160° to join V208-458. Aircraft westbound proceed on course. Aircraft eastbound V208-458 proceed to VISTA Int and climb in holding pattern (E. left turns, 263° inbound) to 5000 before proceeding on course, Rwv 36, climb runway heading to 1500, then climbing right turn to intercept OCN VORTAC R-027 to TANNR Int before

## **FULLERTON.CA**

FULLERTON MUNI (FUL)

proceeding on course.

AMDT 4A 08185 (FAA) TAKE-OFF MINIMUMS: Rwv 6, std. with a min. climb of

230' per NM to 900 or 1100-21/2 for climb in visual conditions, Rwy 24, std. with a min, climb of 320' per NM to 2300, or 1100-21/2 for climb in visual conditions. DEPARTURE PROCEDURE: Rwv 6, climbing right turn to 2300 direct SLI VORTAC, or for climb in visual conditions: cross Fullerton Airport southwest bound at or above 1100, then climb to 2300 via SLIR-020 to SLI VORTAC, Rwv 24, climbing left turn to 2300 direct SLI VORTAC or for climb in visual conditions: cross Fullerton Airport southwest bound at or above 1100, then climb to 2300 via SLIR-020 to SLI VORTAC. NOTE: Rwv 6, obstruction light 109' from departure end of runway, 117' left of centerline, 22' AGL/118' MSL. Train 122' from departure end of runway 106' left of centerline, 23' AGL/121' MSL. Multiple poles 58' to 1003' from threshold centerline to 373' right of centerline, 39' AGL/135' MSL. Hopper on building 977' from departure end of runway, 468' left of centerline, 36' AGI /132 MSI Light pole 1247 from threshold 143 left of centerline, 35' AGL/131' MSL. Tree 1463' from departure end of runway, 35' left of centerline, 72' AGL/ 168' MSL. Obstruction light 1620' from departure end of runway, 318' right of centerline, 50' AGL/146' MSL, Pole 2234' from departure end of runway, 754' left of centerline, 78' AGL/174' MSL, Pole 3597' from departure end of runway, 793' left of centerline, 102' AGL/198' MSL. Building 3208' from departure end of runway, 820' right of centerline, 112' AGL/217' MSL. Tower 1 NM from departure end of runway, 1937' left of centerline, 94' AGL/267' MSL, Pole 1.6 NM from departure end of runway, 1.5 NM left of centerline, 90' AGL/575' MSL. Tower 1.1 NM from departure end of runway, 1.7 NM left of centerline, 130' AGL/729' MSL. Tower 2 NM northwest of departure end of runway, 760' AGL/820' MSL. Rwy 24, road 82' from departure end of runway, on centerline, 15' AGL/99' MSL, Light 85' from departure end of runway, 260' right of centerline, 25' AGL/110 MSL, Light 217 from departure end of runway. 320' left of centerline, 104' AGL/122' MSL, Antenna on building 272' from departure end of runway, 278' left of centerline, 31' AGL/116' MSL, Trees 253' from departure end of runway, 228' right of centerline, 57' AGL/142' MSL. Obstruction light 400' from departure end of runway, on centerline, 18' AGL/103' MSL, Trees 1336' to 2492' from departure end of runway, 160' left of centerline to 419' right of centerline, 70' AGL/155' MSL. Tower 1.3 NM from departure end of runway, 5034' right

of centerline, 684' AGL/750' MSL.

## HAWTHORNE, CA

JACK NORTHROP FIFI D/HAWTHORNE MUNI TAKE-OFF MINIMUMS: Rwv 7, 300-2 or std. with a min.

climb of 363' per NM to 500 Rwy 25, 200-1 or std. w/a. min, climb of 289' per NM to 300.

DEPARTURE PROCEDURE: Rwv 7. turn right, climb via heading 240°, Rwy 25, turn left, climb via heading 210°. All runways climb to 3000 via LAX R-170 to I IMBO Int

NOTE: Rwv7. multiple transmission towers beginning 5428' from departure end of runway, 205' left of centerline, up to 247' AGL/307' MSL. Antenna on building 1.1 NM from departure end of runway, 2020' left of centerline, 244' AGL/305' MSL, Multiple trees, poles, light poles and buildings beginning 130' from departure end of runway, 12' left of centerline, up to 266' AGL/327' MSL. Multiple trees, poles, signs and OL lights beginning 73' from departure end of runway, 90' right of centerline, up to 184' AGL/245' MSL, Rwv 25, OL light on tank 4471' from departure end of runway. 1311' left of centerline, 227' MSL. Multiple antennas on buildings. trees and poles 91' from departure end of runway, 64' left

of centerline, up to 93' AGL/154' MSL, Multiple trees

162' right of centerline, up to 84' AGL/149' MSL.

and poles beginning 309' from departure end of runway.

## HEMET. CA

HEMET-RYAN

TAKE-OFF MINIMUMS: Rwys 4,22, N/A-restricted to alider operations. Rwy 5, std, with a min, climb of 526' per NM to 5200, or 1400-21/2 for climb in visual conditions. Rwy 23, std. with a min. climb of 414' per NM to 3200, or 1400-21/2 for climb in visual conditions. DEPARTURE PROCEDURE: Rwy 5, climbing left turn via HDF VOR R-084 to HDF VOR, thence...or climb in visual conditions to cross Hemet-Rvan Airport westbound at or above 2900, then climb via HDF VOR R-093 to HDF VOR, thence... Rwy 23, climbing right turn via HDF VOR R-108 to HDF VOR, thence...or

....climb in HDF VOR holding pattern, (SE, right turns, 315° inbound), to cross HDF VOR at or above MEA/ MCA for direction of flight.

climb in visual conditions to cross Hemet-Rvan Airport

westbound at or above 2900, then climb via HDF VOR

R-093 to HDF VOR, thence...

NOTE: Rwy 5, road and vehicle 200' from departure end of runway, on centerline, 15' AGL/1534' MSL. Rwy 23, road and vehicle 394' from departure end of runway, 545' left of centerline, 15' AGL/1524' MSL. Tree 1.4 NM from departure end of runway, 2613' right of centerline, 100' AGL/1979' MSL.

# $\overline{f V}$ TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## IMPERIAL. CA IMPERIAL COUNTY (IPL)

AMDT 2A 09239 (FAA)

TAKE-OFF MINIMUMS: Rwv 14, 400-21/4 or std. w/min.

climb of 220' per NM to 400, or alternatively, with standadard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1800' prior to DFR DEPARTURE PROCEDURE: Rwvs 8.32, turn right.

Rwv 14. climb runwav heading, Rwv 26. turn left.

All aircraft climb direct IPL VORTAC

NOTE: Rwy 8, multiple VASI beginning 687' from DER, 31' right of centerline, up to 5' AGL/-52' MSL, Antenna on building 1033' from DER, 703' left of centerline, 45' AGL/-12' MSL, Light on pole, 1984' from DER, 386' left of centerline, 55 ft AGL/-2' MSL, Rwv 14, building 1770' from DER, 38' left of centerline, 45' AGL/-11' MSL. Road 430'from DER, 291' left of centerline, 15' AGL/-41' MSL. Sign 1733'from DER, 35' left of centerline, 45' AGL/-11' MSL, Pole 1457' from DER, 393' right of centerline, 37' AGL/-19' MSL, Rwy 26, multiple obstruction lights on poles beginning 1509' from DER. 15' left of centerline, up to 60' AGL/3' MSL. Obstruction light on pole 1511' from DER, 459' right of centerline, 59' AGL/2' MSL. Rwy 32, obstruction light on tank, 823' from DER, 574' right of centerline 110' AGL/53' MSL. Numerous tanks beginning 3580' from DER, 296' right of centerline, up to 109' AGL/53' MSL, Tree 373' from DER, 387' right of centerline, 80' AGL/-24' MSL. Multiple lights beginning 243' from DER, 361' right of centerline, up to 28' AGL/-29' MSL, Pole 657' from DER. 370' left of centerline, 27' AGL/-30' MSL. Road 191' from DER, 237' left of centerline, 13' AGL/-44' MSL.

## IMPERIAL BEACH NOLF (REAM FIELD) (KNRS)

IMPERIAL BEACH, CA. . . . . . . . . . . . 09043

Rwv 8.9.26 departures not authorized.

Rwy 27: Diverse departure not authorized.

Departures authorized for military rotorcraft only. Climb to 2000 via heading 272° to intercept NRS TACAN R-270. Cross NRS 1.5 DME at or above 800, Minimum ATC climb rate of 600'/NM til 800 with take-off occurring NLT 3038' prior to DER or cross DER at or above 320.

## INYOKERN.CA

### INYOKERN

TAKE-OFF MINIMUMS: Rwvs 2.10.15.28.33. NA. DEPARTURE PROCEDURE: Rwy 20, use LAKE HUGHES RNAV DEPARTURE.

## LA VERNE, CA BRACKETT FIFI D

TAKE-OFF MINIMUMS: Rwvs 26L,26R, 300-1. DEPARTURE PROCEDURE: Rwvs 8L.8R. climb via heading 079° to 1500, then climbing right turn via heading 195° and POMR-164 to PRADO Int. Rwvs 26L, 26R, climb via heading 259° to 1400, then climbing left turn via heading 130° and POMR-164 to PRADO

Aircraft departing PRADO Int heading 141° clockwise 290° climb on course. All others climb in PRADO Int. holding pattern (hold north, right turn, 164° inbound) to depart PRADO Int at or above: 291° clockwise 340°. 4500: 341° clockwise 050°, 6800: 051° clockwise 090°. 5200: 091° clockwise 140° 4200 NOTE: Rwy 26L, multiple trees and antenna beginning

370' from departure end of runway, 269' left of centerline up to 100' AGL/1116' MSL. Multiple trees beginning 896' from departure end of runway. 70' right of centerline, up to 100' AGL/1010' MSL, Multiple buildings and tanks beginning 2732' from departure end of runway, 416' right of centerline, up to 50' AGL/1230' MSL. Rwy 26R, hangar 241' from departure end of runway, 326' right of centerline, 35' AGL/994' MSL. Multiple trees beginning 1473' from departure end of runway, 807' left of centerline, up to 100' AGL/1116' MSL. Tank and trees beginning 2510' from departure end of runway, 503' right of centerline, up to 100' AGL/ 1289' MSL.

## LANCASTER, CA

GENERAL WILLIAM J. FOX AIRFIELD (WJF) ORIG-A 09267 (FAA)

DEPARTURE PROCEDURE: Climb southeastbound on R-299 to PMD VORTAC, Depart PMD at published MCA for direction of flight.

NOTE: Rwv 6, trees beginning 1170' from DER, 590' right of centerline, up to 44' AGL/2374' MSL.

## LOMPOC, CA

## LOMPOC

TAKE-OFF MINIMUMS: Rwy7, std. with a min. climb of 425' per NM to 1400, or 1000-3 for climb in visual

DEPARTURE PROCEDURE: Rwv 7, climbing right turn. For climb in visual conditions: cross Lompoc Airport eastbound at or above 1200 MSL. Rwy 25, turn

right heading 130°. All aircraft climb to 6000 via GVO R-278 to GVO VORTAC, Aircraft departing GVO R-120 CW R-020 climb on course, all others climb in GVO holding pattern (NW, right turns, 127° inbound) to depart GVO

VORTAC at or above MEA for route of flight. NOTE: Rwy7, trees 3583' from departure end of runway, 2.3 NM right of centerline, 50' AGL/889' MSL. Trees

1.2 NM from departure end of runway, 2.2 NM right of centerline, 50' AGL/791' MSL. Trees 1.6 NM from departure end of runway, 1.9 NM right of centerline, 50' AGL/743'MSL.





## LONG BEACH, CA LONG BEACH (DAUGHERTY FIELD)

TAKE-OFF MINIMUMS: Rwy 16L, 400-11/2 or std. w/min climb of 321' per NM to 500. Rwy 16R, 400-1 or std. w/

min. climb of 518' per NM to 500, Rwy 25L, std, w/min. climb of 225' per NM to 2300. Rwy 25R, std. w/min. climb of 223' per NM to 2200 Rwys 341 .34R, NA-Environmental and noise abatement. DEPARTURE PROCEDURE: Rwvs7L.7R. climb heading 076° to 800, then climbing right turn direct SLI

VORTAC and SLIR-210 to PADDR INT. Rwv 12, climb heading 121° to intercept SLIVORTAC R-210 to PADDR INT. Rwys 16L,16R, climb heading 166° to 800, then climbing right turn heading 180° and SLI

VORTACR-210 to PADDR INT Rwys 251, 25R, climb heading 256° to 800, then climbing left turn heading 200° and LAX VORTAC R-145 to PADDR INT. Rwv 30. climb heading 301° to 800, then climbing left turn heading 200° and LAX VORTAC R-145 to PADDR INT. centerline, 8' AGL/45' MSL. Vehicle on road 320' from

NOTE: Rwv 7L. sign 287' from DER, 173' left of DER, 248' left of centerline, 13' AGL/50' MSL, Light 468' from DER, 307' left of centerline, 19' AGL/56' MSL. Tree 1326' from DER, 75' left of centerline, 60' AGL/97' MSL. Trees beginning 579' from DER, 7' right of centerline, up to 71' AGL/108' MSL. Hangar 347' from DER, 416' right of centerline, 13' AGL/50' MSL, Rwy 7R, hangar 260' from DER, 498' left of centerline, 31 AGL/64' MSL. Multiple trees beginning 1408' from DER. 1' left of centerline, up to 64' AGL/94' MSL. Light 459' from DER, 581' right of centerline. 14' AGL/44' MSL. Antenna obstruction light 1473' from DER, 822' right of centerline, 88' AGL/115' MSL. Rwy 12, multiple trees beginning 1431' from DER, 469' left of centerline. up to 66' AGL/86' MSL, Light 1127' from DER, 606' left of centerline, 36' AGL/56' MSL. Multiple trees beginning 970' from DER, 392' right of centerline, up to 64' AGL/87' MSL. Spire 3095' from DER, 1183' right of centerline, 92' AGL/115' MSL. Rwy 16L, terrain beginning 155' from DER, 152' left of centerline, up to 40' MSL. Multiple trees beginning 427' from DER, 136' left of centerline, up to 32' AGL/109' MSL. Multiple from DER, 256' left of centerline, up to 113' AGL/159' MSL. Multiple flag poles 1165' from DER, 8' left of

lights, buildings and lights on buildings beginning 285' centerline, up to 60' AGL/116' MSL. Rising terrain beginning 156' from DER, 100' right of centerline 40' MSL. Multiple trees beginning 296' from DER, 149' right of centerline, up to 38' AGL/218' MSL. Multiple buildings beginning 2057' from DER, 253' right of centerline, up to 30' AGL/91' MSL. Rwy 16R, rising terrain beginning 29' from DER on centerline, up to 309' MSL. Multiple trees beginning 835' from DER, 46' left of centerline, up to 112' AGL/156' MSL. Sign 1453' from DER, 139' left of centerline, 50' AGL/94' MSL. Pole 3034' from DER, 302' left of centerline, 91' AGL/135 MSL. Light on tank 4079' from DER, 114' left of centerline, 108' AGL/152' MSL. Multiple tower antennas beginning 8017' from DER, 1913' left of centerline, up to 291' AGL/335' MSL. Antenna on hangar 352' from DER, 399' right of centerline, 38' AGL/82' MSL. Multiple trees beginning 787' from DER, 319' right of centerline, 32' AGL/293' MSL. Multiple poles beginning 2028' from DER, 295' right of centerline, up to 241' AGL/248' MSL. Chimney on building, 4661' from DER, 1553' right of centerline, 33' AGL/353' MSL.

LONG BEACH (DAUGHERTY FIELD) (CON'T) Rwv 25L, multiple trees beginning 2407' from DER, 111'

left of centerline, up to 38' AGL/117' MSL, Obstruction light on tower 2493' from DER, 503' left of centerline, 69' AGL/152' MSL. Rising terrain beginning 110' on centerline, up to 66' MSL. Obstruction light rod on hangar, 1149' from DER, 793' right of centerline, 109' AGL/169 MSL. Antenna 3821 from DER, 439 right of centerline, 66' AGL/155' MSL, Rwv 25R, Ford sign beginning 551' from DER, 27' right of centerline, up to 100' AGL/159' MSL. Railroad beginning 202' from DER, 3' left of centerline, 66' AGL/155' MSL. Multiple lights and light poles beginning 321'from DER, 111' left of centerline, up to 32' AGL/92' MSL, Sign 1142' from DER, 33' left of centerline, 35' AGL/104' MSL. Multiple trees beginning 1142' from DER, 9' left of centerline, up to 67' AGL/146' MSL. Multiple obstruction lights beginning 67' from DER, 59' right of centerline, up to 202' AGL/260' MSL. Multiple trees beginning 1246' from DER, 1' right of centerline, up to 87' AGL/145' MSL. Rwv 30. railroad beginning 647' from DER, on centerline, up to 27' AGL/91' MSL. Multiple antennas, rods, vents and lights on buildings beginning 356' from DER, 289' left of centerline, up to 27' AGL/87' MSL. Multiple poles beginning 2061' from DER, 312' left of

centerline, up to 51' AGL/124' MSL. Railroad beginning

207' from DER, 485' right of centerline, up to 25' AGL/

beginning 632' from DER, 240' right of centerline, up to

66' AGL/142' MSL. Multiple trees beginning 1701' from

DER, 136' right of centerline, up to 73' AGL/146' MSL.

Building 2617' from DER, 802' right of centerline, 63'

81' MSL. Multiple obstruction lights and poles

LOS ALAMITOS AAF (KSLI)

## LOS ALAMITOS, CA

AGL/136'MSL.

..... Rwy 22L/R, 300-1\* \* Or standard with minimum climb of 230/NM to 400. Rwy 4L/R climbing right turn; Rwy 22L/R climbing left turn. All aircraft climb direct SLI VORTAC. Aircraft departing SLI VORTAC R-040 CW 345 climb on course. All others continue climb via the SLI R-171 southbound then climbing right turn direct SLI VORTAC to cross at or above 4600'.





# $\overline{f V}$ TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## LOS ANGELES, CA

LOS ANGELES INTL (LAX)

AMDT 12 08325 (FAA)

TAKE-OFF MINIMUMS: Rwv 6R, 200-11/2 or std. with a

min, climb of 275' per NM to 400. DEPARTURE PROCEDURE: Rwvs 6L/R.7L/R.climb

to 2000 heading 070° then climbing right turn, thence Rwys 24L/R, climb to 2000 heading 250°, then climbing left turn, thence, Rwys 251 /R, turboiet climb to 2000 heading 250°, then climbing left turn, thence...non-

turboiet climb to 2000 heading 250°, at the SMO R-154

turn left heading 200°, thence... ...climb direct SLI VORTAC, then climb on course. NOTE: Rwv 6L, buildings and signs beginning 1693' from departure end of runway, 339' left of centerline, up to 50' AGL/201' MSL, Rwy 6R, antenna on building 560' from departure end of runway, 479' right of centerline, 18' AGL/127' MSL, obstruction light on building 5550' from departure end of runway, 1791' right of centerline, 202' AGL/306' MSL, obstruction light on sign and sign beginning 1866' from departure end of runway, 920' left of centerline.up to 49' AGL/161' MSL. Rwv 7L. obstruction light on blast fence 168' from departure end of runway, 33' left of centerline, 14' AGL/106' MSL, poles beginning 1290' from departure end of runway. 505' left of

centerline, up to 55' AGL/147' MSL, antenna on building 1576' from departure end of runway, 315' left of centerline. 55' AGL/147' MSL, sign and railroad beginning 351' from departure end of runway, 10' left of centerline, up to 29' AGL/124' MSL, railroad 275' from departure end of runway, 500' right of centerline, 23' AGL/115' MSL, approach light and obstruction light on LOC beginning 979' from departure end of runway, on runway centerline, up to 27' AGL/119' MSL, Rwy 7R. trees and building beginning 790' from departure end of runway, 606' right of centerline, up to 58' AGL/157' MSL. Rwv 24L, bush 956' from departure end of runway, 600' left of centerline, 40' AGL/148' MSL. Light poles beginning 273' from departure end of runway, 425' left of centerline, up to 10' AGL/120' MSL, antenna on pole 1357' from departure end of runway, 286' right of centerline, 36' AGL/144' MSL, light poles and bushes beginning 239' from departure end of runway, 321' right of centerline, up to 8' AGL/116' MSL. Rwy 24R, obstruction light on glideslope 212' from departure end of runway, 399' left of centerline, 39' AGL/151' MSL, Rwy 25L, tree and pole beginning 2366' from departure end of runway, 764' left of centerline, up to 80' AGL/197' MSL, transmission towers beginning 2800' from departure end of runway, 926' left of centerline, up to 71' AGL/192' MSL, bush 133' from departure end of runway, 397' left of

## WHITEMAN

centerline, 4' AGL/123' MSL,

TAKE-OFF MINIMUMS: Rwys 12, 30, 2900-2 or std. with a min. climb of 350' per NM to 4300.

DEPARTURE PROCEDURE: Rwy 12, climbing right turn direct VNY VOR/DME. Rwy 30, climbing left turn heading 260°. All aircraft climb to 4500 via VNY R-325,

then climbing left turn direct VNY VOR/DME.

## MARCH ARB (KRIV). RIVERSIDE CA

AMDT 1 08353 Rwv14.32.10.300-3\*

2300-3\*\*

3300-3\*\*\*

KIAS

## Rwy 14. Diverse Departure:

Runway 14 appropriate departure procedure \* Or standard, climb direct HDF VOR then outbound HDF R-135 with a minimum climb rate of 400/NM to 14.000', leaving 4100' diverse departure headings authorized, Standard, proceed direct HDF VOR, then right turn to sector diverse departure between 155 degrees clockwise to 181 degrees only. Maximum 250

## VCOA route SKYES intersection:

\*\* Climb in visual conditions within 6 NM of March ARB. cross March ARB at or above 3700 MSI, then climb and maintain 6000 direct HDF VOR, then via HDF R-152 to HDFR-152/PDZR-130\_direct SKYFS INT\_Do not exceed 250 KIAS until passing SKYES. Aircraft shall advise ATC prior to executing VCOA.

### VCOA route PDZ VORTAC:

\*\* Climb in visual conditions within 9 NM of March ARB. cross March ARB at or above 3700 MSI, then climb and maintain 5000 direct PDZ VORTAC, Do not exceed 350 KIAS until passing PDZ, Aircraft shall advise ATC prior to executing VCOA

## Rwy 32. Diverse Departure:

Runway 32 appropriate departure procedure.

\*Or standard, cross departure end at or above 35' AGL/ 1570' MSL, then climb with a minimum rate of 620/NM to 14 000' Standard cross departure end at or above 35' AGL/1570' MSL then left turn to sector diverse departure between 150 degrees to 135 degrees counter-clockwise only, Maximum 250 KIAS, Standard, cross departure end at or above 35' AGL/1570' MSL then left turn to sector diverse departure between 269 degrees to 249 degrees counter-clockwise only, Maximum 250 KIAS.

\*\*\* Or standard with a minimum climb rate of 250/NM to 5800', cross departure end at or above 35' AGL/1570' MSL, leaving 2100' turn left to sector diverse departure between 156 degrees to 149 degrees counter-clockwise only, Maximum 270 KIAS.

### VCOA route SKYES intersection:

\*\* Cross departure end at or above 35' AGL/1570' MSL climb in visual conditions within 6 NM of March ARB. cross March ARB at or above 3700 MSL, then climb and maintain 6000 direct HDF VOR, then via HDF R-152 to HDF R-152/PDZ R-130, direct SKYES INT, Do not exceed 250 KIAS until passing SKYES. Aircraft shall advise ATC prior to executing VCOA.

### VCOA route PDZ VORTAC:

\*\* Cross departure end at or above 35' AGL/1570' MSL climb in visual conditions within 8 NM of March ARB. cross March ARB at or above 3700 MSL, then climb and maintain 5000 direct PDZ VORTAC, Do not exceed 350 KIAS until passing PDZ, Aircraft shall advise ATC prior to executing VCOA.

# $oldsymbol{ abla}$ TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## MARCH ARB (CON'T)

## TAKE-OFF OBSTACLES: Rwv 14. Aircraft 65' AGL /1550'

MSI 28' inward of DER 541' left of centerline Aircraft 30' AGL/1516' MSL. 32' inward of DER, 297' left of

centerline, Tree 150' AGL/2470' MSL, 3.5 NM from DER, 2,2 NM left of centerline, Tree 150' AGL/2568 MSI 3 6 NM from DER 2 6 NM left of centerline. Tree 150' AGI / 2466' MSI 3 6 NM from DER 2 7 NM left of

centerline. Use caution when departing Rwy 14, rapid

rising terrain within 3.5 NM SE of March ARB, Rwy 32.

Aircraft 65' AGL/1600' MSL, 30' from DER, 526' right of centerline Aircraft 30' AGL /1565' MSL 6' from DER 282' right of centerline.

MIRAMAR MCAS (MITSCHER FLD) (KNKX) SAN DIEGO, CA 06299

Rwv 6L/R 340° through 150° CW-Civil standard with minimum climb of 315'/NM to 5400: Military. standard with minimum climb of 290'/NM to 6300.

Rwv 24L/R 340° through 100° CW-Civil standard with minimum climb of 290'/NM to 7600: Military. standard with minimum climb of 270'/NM to 7600

## MOJAVE, CA MOJAVE (MHV)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: Rwys 4,8,12, NA-restricted airspace, Rwvs 22, 26, std. with a min, climb of 415 per NM to 6800 or 4200-3 for climb in visual conditions. Rwv 30, std. with a min. climb of 485' per NM to 6300 or

4200-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwy 22, climb to 8000 via heading 218° and LHS R-023 to LHS VORTAC or for climb in visual conditions: cross Mojave Airport southwest bound at or above 6800, then climb to 8000 via

VORTAC or for climb in visual conditions: cross Mojave Airport southwest bound at or above 6800, then climb to 8000 via LHS R-023 to LHS VORTAC. NOTE: Rwy 30, vehicle on road 3181' from departure end of runway, 22' right of centerline, 17' AGL/2896' MSL. Train 1441' from departure end of runway, 351' right of centerline, 23' AGL/2882' MSL.

LHS R-023 to LHS VORTAC. Rwys 26, 30, climbing

left turn to 8000 via heading 190° and LHS R-023 to LHS

## MURRIETA/TEMECULA. CA FRENCH VALLEY

TAKE-OFF MINIMUMS: Rwy 18, NA. Rwy 36, 700-2 or

std. with a min. climb of 340' per NM to 2200. DEPARTURE PROCEDURE: Rwy 36, climb runway heading to 2200, then climbing left turn via HDF R-145 to HDF VOR. Aircraft departing HDF VOR 065° CW 352° climb on course. Aircraft departing northeastbound,

climb in HDF holding pattern, (SE, right turns, 315°

inbound) to depart HDF VOR at or above: 353° CW

054°, 6800; 055° CW 064°, 5800; before proceeding on

course. NEEDLES, CA

**NEEDLES** 

DEPARTURE PROCEDURE: Rwys 2, 29, turn right. Rwy 20, turn left. All aircraft climb direct EED

VORTAC, then continue climb on curse. Departures on V12, J6, and J8 cross EED VORTAC at or above 2600.

## NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

Rwv 11, diverse departures authorized 129° CW 182° Make immediate right turn to assigned heading within 1.4 DME of NZY TACAN to avoid over flying the City of

Coronado Rwv 18, diverse departures authorized 129° CW 175°.

Rwy 29, diverse departures not authorized. Use published DP or 800-21/4 for climb in visual conditions via immediate climbing left turn to cross North Island airport at or above 800' MSL, during visual climb do not overfly

Point Loma and remain south of Rwy 11-29, then climb to 2000 via heading 175°, expect radar vectors to join assigned route. Cross DER at or above 35' AGL (54'

Rwv36, departure not authorized TAKE-OFF OBSTACLES: Rwv 11. Trees 52' AGL/78' MSL. 108' from DER. 336'

right of centerline: Trees 30' AGL/54' MSL, 994' from DER 733' left of centerline. Rwy 29. Shipping Channel accommodating yessels up to

200' AGL (206' MSL with tidal range), starting 2577' from DER on centerline, Twin Towers 145' AGL/534' MSL, 1,4 NM from DER, 2645' left of centerline: Tower 479' MSL. 1.5 NM from DER, 1969' left of centerline: Tower 100' AGL/455' MSL, 1.5 NM from DER, 2054' left of centerline: Tower 120' AGL/544' MSL, 1139' from DER. 2.1 NM left of centerline

turn. Rwy 24, climbing left turn. All aircraft climb via

## OCEANSIDE, CA OCEANSIDE MUNI

TAKE-OFF MINIMUMS: Rwv 6, 400-1 or std. with a min. climb of 320' per NM to 500. Rwv 24, 300-1 or std, with

a min. climb of 670' per NM to 300. DEPARTURE PROCEDURE: Rwv 6. climbing right

heading 235° to 1500, then climbing right turn direct OCN VORTAC.

ONTARIO, CA ONTARIO INTI

TAKE-OFF MINIMUMS: Rwys 8L,8R, CAT C, D 1000-2

or std. with a min. climb of 220' per NM to 2200. DEPARTURE PROCEDURE: Rwvs 8L.8R. climbing right turn, Rwvs 26L, 26R, climbing left turn, All aircraft climb direct PDZ VORTAC. Aircraft departing PDZ

pattern (NE, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-281 CW R-090, 6700; R-141 CWR-230, 4000.

R-091 CW R-140 and R-231 CW R-280 climb on

course. All others continue climb in PDZ holding

## OXNARD, CA OXNARD

TAKE-OFF MINIMUMS: Rwy 7, 2100-5 or std. with a min, climb of 290' per NM to 2600.

DEPARTURE PROCEDURE: Rwy7, climbing left turn. Rwy 25, climb runway heading. All aircraft continue

climb to 6000 (or assigned altitude) via CMA R-249 to SQUID Int. Aircraft departing SQUID Int 040° CW 300° climb on course. All others continue climb in SQUID

holding pattern (Hold W, right turns, 069° inbound) to cross SQUID INT at or above 2300. NOTE: Rwy 7, 59' AGL tree 527' from departure end of runway, 501' left of centerline.



## PALM SPRINGS, CA BERMUDA DUNES

TAKE-OFF MINIMUMS: Rwv 28, CAT A.B 1200-2 or std. with a min, climb of 450' per NM to 1400, CAT C.D. 2100-2 or std with a min\_climb of 490' per NM to 3400 DEPARTURE PROCEDURE: Rwv 10, climbing right turn heading 150° Rwy 28, climbing left turn heading 090°. All aircraft continue climb via TRM R-304 to TRM VORTAC, Aircraft departing TRM R-095 CW R-165 climb on course. All others continue climb in TRM holding pattern (E. right turns, 289° inbound) to

cross TRM VORTAC at or above: R-166 CW 290°. 6500: 291° CW R-310, 4900: R-311 CW 094°, 3200,

JACQUELINE COCHRAN RGNI TAKE-OFF MINIMUMS: Rwv 30, CAT C D 3400-2 or std. with a min. climb of 410' per NM to 3700. Rwv 35. CAT A B 400-2 or std with a min\_climb of 210' per NM to 400, CAT C.D 3400-2 or std. with a min. climb of 410' per NM to 3700.

DEPARTURE PROCEDURE: Rwvs 12.17, climbing left turn, Rwys 30, 35, climbing right turn heading 150°. Aircraft departing TRM R-101 CW R-139 climb on course. All others continue climb east-bound via the TRM R-109 then climbing right turn to cross TRM VORTAC at or above: R-304 CW R-100, 4000: R-140 CWR-199, 4700; R-200 CW R-303, 6600.

### PALM SPRINGS, CA (CON'T) PALM SPRINGS INTL (PSP)

AMDT 5 08101 (FAA)

TAKE-OFF MINIMUMS: Rwv 13L, minimum climb of

440' per NM to 2300' or 5900-3 for climb in visual conditions, Rwv 13R, minimum climb of 422' per NM to 2300' or 5900-3 for climb in visual conditions. Rwv 31L. minimum climb of 386' per NM to 4500' or 5900-3 for climb in visual conditions. Rwv 31R, minimum climb of 405' per NM to 4500' or 5900-3 for climb in visual DEPARTURE PROCEDURE: Rwys 13L/R, climbing

left turn heading 090° to intercept TRM R-304 to TRM VORTAC or for climb in visual conditions cross Palm Springs Intlairport at or above 6300 then direct PSP VORTAC thence ... Rwy's 31L/R, climbing right turn direct PSP VORTAC thence ..., or for climb in visual conditions cross Palm Springs Intlairport at or above 6300 then direct PSP VORTAC thence ... via PSP R-124 and TRM R-304 to TRM VORTAC.

All Rwys if not at MEA/MCA at TRM VORTAC, climb in TRM holding pattern (hold E, right turns, 289° inbound) until reaching MEA/MCA for assigned route of flight NOTE: Rwy 13L, trees beginning 299' from departure end of runway, 530' left of centerline, up to 66' AGL/465'

MSL. HGR 935' from departure end of runway, 552' left of centerline, 31' AGL/440' MSL, Rwv 13R, trees beginning 1170' from departure end of runway, 239' right of centerline, up to 100' AGL/599' MSL. Poles beginning 815' from departure end of runway, 209' right of centerline, up to 44' AGL/433' MSL. Light 843' from departure end of runway, 441' right of centerline, 38' AGL/427' MSL. Antenna 1642' from departure end of runway, 26' right of centerline, 53' AGL/442' MSL. Rwy 31L, poles beginning 1641' from departure end of runway, 125' right of centerline, up to 31' AGL/550' MSL. Towers beginning 2418' from departure end of runway, 402' left of centerline, up to 59' AGL/560' MSL. Tree 3016' from departure end of runway, 66' right of centerline, 43' AGL/562' MSL, Rwv 31R, multiple trees and bushes beginning 305' from departure end of runway, 233' right of centerline, up to 48' AGL/507' MSL. Vent on building 919' from departure end of runway, 399' right of centerline, 15' AGL/474' MSL.

## PALMDALE, CA

PALMDALE RGNL/USAF PLANT 42

TAKE-OFF MINIMUMS: Rwy 22, 1000-1 or std. with a min. climb of 260' per NM to 4200.

DEPARTURE PROCEDURE: Rwvs 4.7. turn left. Rwys 22, 25, turn right. Eastbound V12, J6 climb on course. All others climb on R-298 to FISCH Int. (northwestbound climb in holding pattern SE, left turns, 298° inbound. Depart at 8100), continue climb direct PMD VORTAC to depart at or above published MCA.





# $oldsymbol{ abla}$ TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## PASO ROBLES, CA

PASO ROBLES MUNI

DEPARTURE PROCEDURE: All departures maintain 250 kts or less until inhound to PRB Rwv 1 climb to

3000 via heading 280° to intercept PRB R-326 outbound. V248 northbound climb on course. All others climbing

right turn to 4500 direct PRB Rwy 13 climb to 3000 via heading 160° to intercent PRBR-133 outbound, V25 southbound continue climb on course. All others

climbing right turn to 4500 direct PRB, Rwv 19, climb to 3000 via heading 150° to intercent PRB R-179 outbound

V113 southhound continue climb on course. All others climbing left turn to 4500 direct PRB Rwv 31, climb to 3000 via heading 340° to intercept PRB R-326 outbound.

V248 northbound climb on course. All others climbing right turn to 4500 direct PRB

## POINT MUGU NAS (NAVAL BASE **VENTURA CO) (KNTD)**

OXNARD, CA ...... DEPARTURE PROCEDURE:

Rwv 3. Diverse departures authorized 210° to 250° CW. Right turns on departure not authorized. Turn left to

assigned heading within 3 DME of NTD TACAN. Do not exceed 310 KIAS until established on assigned Rwy 9, Diverse departures not authorized. Rwy 21, Diverse departures authorized 150° to 250° CW.

Rwy 27, Diverse departures authorized 150° to 250° CW. Right turns on departure not authorized. Turn left to assigned heading. Do not exceed 310 KIAS until established on assigned heading. CAUTION: Mountainous terrain NW thru SE.

TAKE-OFF OBSTACLES: Rwy 3, Tower 90' MSL, 3005' from DER, 1238' left of centerline: Trees 90' MSL, 2920' from DER 1199' left of centerline

## RAMONA, CA RAMONA (RNM)

AMDT 3 09183 (FAA)

TAKE-OFF MINIMUMS: Rwv 9. std. w/min. climb of

100'AGL/1719'MSL.

500' per NM to 4000, or 3800-3 for climb in visual conditions. Rwy 27, std. w/min, climb of 332 per NM to 2600, or 3800-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwy 9, climb via heading

088° to 4000, then climbing left turn via heading 330° and JLI VORTAC R-263/OCN VORTAC R-083 to ROBNN INT before proceeding on course, or for climb in visual conditions, cross Ramona airport at or above 5000 before proceeding on course. Rwy 27, climb via heading 268° to 2600, then climbing right turn via PGY VORTAC R-336 to ROBNN INT before proceeding on course, or for climb in visual conditions, cross Ramona airport at or above 5000 before proceeding on course. NOTE: Rwy 9, sign 23' from DER, 178' left of centerline, 9' AGL/1399' MSL, Tree 94' from DER, 343' right of centerline, 20' AGL/1403' MSL. Trees beginning 2468'

from DER, 180' right of centerline, up to 100' AGL/1539'

centerline, up to 100' AGL/1487' MSL. Rwy 27, tree 657'

from DER, 12' left of centerline, 100' AGL/1499' MSL,

Trees 1.85 NM from DER, 92' left of centerline, up to

MSL. Trees beginning 2637' from DER, 305' left of

REDLANDS, CA REDI ANDS MUNI

TAKE-OFF MINIMUMS: Rwv 8, NA Rwv 26, 1700-2 or

std. with a min. climb of 300' per NM to 4000. DEPARTURE PROCEDURE: Climbing left turn direct

PDZ VORTAC, Aircraft departing PDZ VORTAC R-091 CW R-140 and R-231 CW R-280 climb on course, All others continue in PDZ VORTAC holding. pattern (hold NE, right turns, 210° inbound) to cross PDZ VORTAC at or above R-281 CW R-090, 7700. R-141 CW R-230 4900

RIALTO, CA RIALTO MUNI-MIRO FIELD

TAKE-OFF MINIMUMS: Rwvs 17.35. NA.

DEPARTURE PROCEDURE: Rwv 6, climbing right turn, Rwv 24, climbing left turn, All aircraft climb via PDZ R-012 to PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ holding. pattern (NE, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-281 CW R-090, 6700: R-141 CWR-230, 4000.

## RIVERSIDE, CA RIVERSIDE MUNI

TAKE-OFF MINIMUMS: Rwy 9, CAT A, B 1200-2 or std.

with a min, climb of 210' per NM to 2300, CAT C.D.

2100-2 or std. with a min. climb of 240' per NM to 3500. Rwy 16, NA. Rwy 27, CAT C, D 2400-2 or std. with a min, climb of 230' per NM to 3800, Rwv 34, CAT A.B. 700-2 or std, with a min, climb of 400' per NM to 1600.

NM to 2600 DEPARTURE PROCEDURE: Rwy 9, climbing right turn. Rwy 34, climbing left turn. Rwy 27, climb heading 280° to 2000, then climbing left turn. All aircraft climb direct PDZ VORTAC. Aircraft departing PDZ R-091 CWR-140 and R-231 CW R-280 climb on course.

CAT C,D 1600-2 or std. with a min. climb of 400' per

All others continue climb in PDZ holding pattern (NE.

right turns, 210° inbound) to cross PDZ VORTAC at or

above: R-281 CW R-090, 6700; R-141 CW R-230.

4000; or Airway MEA. SANBERNARDINO.CA

SAN BERNARDINO INTL TAKE-OFF MINIMUMS: Rwy 6, CAT A, B 2100-2 or std.

with a min. climb of 340' per NM to 3700. CAT C,D 3100-2 or std. with a min. climb of 480' per NM to 4600. DEPARTURE PROCEDURE: Rwy 6, climbing right turn. Rwy 24, climbing left turn. All aircraft climb direct PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ holding pattern (Hold NE,

right turns, 210° inbound) to cross PDZ VORTAC at or

above: R-281 CW R-090, 7700; R-141 CW R-230, 4900.

## SAN CLEMENTE ISLAND NALF (FREDERICKSHERMANFLD)(KNUC)

SAN CLEMENTE ISLAND, CA . . . . . 09071 Rwv 5: Diverse departures authorized 090° to 233°

CCW. Rwy 23: Diverse departures authorized 160° to 053°

TAKEOFF OBSTACLES: Rwy 5, Pylon 198' MSL, 44'

from DER, 273' right of centerline.

9295

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES 1



## SANDIFGO, CA BROWN FIFI D MUNI (SDM)

AMDT 3A 08297 (FAA)

TAKE-OFF MINIMUMS: Rwv 8L, Cat. A.B 1900-2 or std. w/min\_climb of 460' per NM to 2600\_Cat\_C D 3100-3 or

std. w/min. climb of 520' per NM to 3900.

Rwys 8R.26L, NA - ATC.

DEPARTURE PROCEDURE: Rwv 81 . climbing left turn Rwy 26R, climbing right turn, All aircraft, climb heading 280° to intercept MZB R-160 northwestbound to MZB

VORTAC. NOTE: Rwy 26R, trees 2184' from departure end of runway, 778' left of centerline, 60' AGL/561' MSL.

### MONTGOMERY FIELD

TAKE-OFF MINIMUMS: Rwy 5, 1500-2 or std. with a min. climb of 290' per NM to 1700. DEPARTURE PROCEDURE: Rwvs 5.10L/R, climbing right turn. Rwvs 28L/R, climbing left turn. All aircraft climb direct to MZB VORTAC. Aircraft departing MZB R-090 CW R-360 climb on course. All others climb in MZB holding pattern (W. right turns, 075° inbound) to cross MZB VORTAC at or above 1800.

SAN DIFGO INTI TAKE-OFF MINIMUMS: Rwv 9, CAT A.B 400-1 or 300-1 with a min. climb of 610' per NM to 600. CAT C.D. 300-1 with a min. climb of 610' per NM to 2300, Rwy 27. 300-1% or std. with a min. climb of 317 per NM to 400.

DEPARTURE PROCEDURE: Rwv 9. climb runway heading to 600, then climbing left turn direct MZB VORTAC, Rwv 27, climb runway heading to 900, then climbing right turn direct MZB VORTAC. Aircraft departing MZB VORTAC R-180 CW R-360 climb on course. All others climb in MZB VORTAC holding

VORTAC at or above 2000. NOTE: Rwv 9, trees 792' from departure end of runway. 142' left of centerline, 60' AGL/99' MSL, Antenna 740' from departure end of runway, 302' right of centerline, 62' AGL/82' MSL. Antenna 1946' from departure end of runway, 969' left of centerline, 126' AGL/192' MSL.

pattern (W. right turns, 075° inbound) to cross MZB

Trees 1377' from departure end of runway, 285' left of centerline, 80' AGL/135' MSL. Trees 4625' from departure end of runway, 1414' left of centerline, 250' AGL/385' MSL, Rwy 27, trees 1 mile from departure end of runway, 685' right of centerline, 220' AGL/253' MSL.

Trees 3118' from departure end of runway, 846' right of centerline, 120' AGL/149' MSL. Flagpole 2511' from departure end of runway, 700' left of centerline, 90' AGL/ 116'MSI

## SAN DIEGO (EL CAJON), CA

## GILLESPIE FIELD

TAKE-OFF MINIMUMS: Rwys 9L, 9R, 900-2 or std. with a min. climb of 1000' per NM to 1600. Rwy 17, 500-1 or std. with a min. climb of 260' per NM to 800. 27L, 27R, CAT A, B 500-1 or std. with a min. climb of 370' per NM to 900. CAT C,D 2500-2 or std. with a min. climb of 370' per NM to 2500. Rwy 35, 1300-2 or std. with a min. climb of 460' per NM to 1800. DEPARTURE PROCEDURE: Rwy 9L, 9R, 27L, 27R,

climbing right turn. Rwys 17, 35, climbing left turn. All aircraft climb via heading 165° and MZB R-076 to MZB VORTAC.

## SAN LUIS OBISPO, CA SAN LUIS COUNTY RGNI

TAKE-OFF MINIMUMS: Rwys 7, 25, NA Rwy 11. 1800-2 or std. with a min. climb of 320' per NM to 2300. Rwy 29, 1200-2 or std with a min\_climb of 390' per NM to 1700

DEPARTURE PROCEDURE: Rwv 11, climb runwav heading to 900, then climbing right turn direct MQO VORTAC, Rwy 29, climb via runway heading and MQO R-050 to MQO VORTAC. All aircraft departing on MQQ R-130 CW R-320 climb on course. All others continue climbing in MQO holding pattern (SE, left turns 306° inbound) to cross MOO VORTAC at or

SAN NICOLAS ISLAND NOLF (NSI)

SAN NICOLAS ISLAND, CA

above 4000.

Rwy 12: Diverse departures authorized 300° to 120°

Rwv30: Diverse departures not authorized, Rwv30 climb heading 300° to 1300', then turn right to

assigned heading Rwv 12-30 Obstacle identification surface begins 10

ft above departure end of runway. TKOFF OBSTACLES: Rwy 30: 1076' MSL (589' AGL) Tower, 2805' past DER, 1882' left of centerline.

SANTA ANA. CA

JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA)

AMDT 5 09239 (FAA)

113'MSL.

DEPARTURE PROCEDURE: Rwys1L, 1R, climbing left turn direct SLI VORTAC. Rwys 19L, 19R, climbing right turn direct SLI VORTAC. All aircraft climb in SLI

holding pattern (hold South, left turns, 351° inbound) to cross SLIVORTAC at or above MEA for direction of flight before proceeding on course. NOTE: Rwy 1L, multiple trees beginning 466' from DER,

553' left of centerline, up to 85' AGL/127' MSL. Light pole 94' from DER, 490' left of centerline, 21' AGL/63' MSL. Obstruction light on DME 497' from DER, 625' right of centerline, 13' AGL/55' MSL. Rwy 1R, obstruction light on DME 497' from DER, 125' right of centerline, 13' AGL/55' MSL, Tree 1745' from DER. 309' right of centerline, 51' AGL/85' MSL, Light pole 1104' from DER, 307' right of centerline, 34' AGL/68' MSL. Rwy 19R, WSK on HGR 536' from DER, 605' left of centerline, 44' AGL/92' MSL. Multiple trees beginning 289' from DER, 500' right of centerline, up to 52' AGL/108' MSL. Light poles beginning 204' from DER, 490' right of centerline, up to 35' AGL/85' MSL. Tree 1574' from DER, 765' left of centerline, 59' AGL/

9295



# $oldsymbol{ abla}$ take-off minimums and (obstacle) departure procedures

## SANTA BARBARA, CA SANTA BARBARA MUNI

TAKE-OFF MINIMUMS: Rwv 7, std. with a min. climb of 280' per NM to 1200, or 1900-21/2 for climb in visual conditions Rwv 33L . 33R NA-ATC

DEPARTURE PROCEDURE: Rwv 7, climbing right turn via heading 170° thence or for climb in visual conditions: cross Santa Barbara Muni Airport southbound at or above 1900, thence... Rwys 15L, 15R.

climb via heading 152°, thence...Rwy 25, climbing left turn via heading 155°, thence...

...then via RZS R-185 to GOLET INT, climb in GOLET INT holding pattern (SE, right turns, 307° inbound), to cross GOLET INT at or above MEA for route of flight.

before proceeding on course NOTE: Rwv 7, obstruction light on DME antenna, road and numerous trees beginning 350' from departure end of runway, 101' right of centerline, up to 55' AGL/74' MSL. Antennas, poles, tower, and numerous trees beginning 194' from departure end of runway 11' left of centerline, up to 79' AGL/98' MSL, Rwy 15L, numerous trees beginning 1242' from departure end of runway, 119' right of centerline, up to 100' AGL /159' MSL Rwy 15R. sign and numerous trees beginning 29' from departure end of runway, 94' right of centerline, up to 100' AGL/159' MSL. Tree 1325' from departure end of runway, 243' left of centerline, 19' AGL/59' MSL, Rwv 25, trees beginning 1999' from departure end of runway 793' right of

#### SANTA MARIA. CA

### SANTA MARIA PUBLIC/ CAPTAIN G. ALLAN HANCOCK FIFLD

centerline, up to 67' AGL/86' MSL.

TAKE-OFF MINIMUMS: Rwy 12, CAT C,D 3400-2 or std. with a min. climb of 310' per NM to 3600. Rwy 20. CAT A.B 1300-2 or std. with a min. climb of 250' per NM to 1500: CAT C.D 1600-2 or std. with a min. climb of 250' per NM to 2100.

DEPARTURE PROCEDURE: Rwys 2, 12, climbing left turn. Rwv 20, climbing right turn. Rwy 30, climb via runway heading. All aircraft climb direct GLJ VOR. Continue climb via GLJ R-300 northwestbound to 2000, then continue climbing direct MQO VORTAC.

NOTE: 400' - 550' trees beginning 3/4 mile from departure end of Rwy 12.

## SANTA MONICA, CA SANTA MONICA MUNI

TAKE-OFF MINIMUMS: Rwv 3, std, w/min, climb of 325' per NM to 1100, or 1200-3 for climb in visual conditions Rwy 21, std. w/min, climb of 215 per NM to 4000, or 1200-3 for climb in visual conditions DEPARTURE PROCEDURE: Rwv 3, climbing right

turn to 5000 via SMO R-210 and LAX R-276 to SADDE INT or for climb in visual conditions: cross SMO VOR/ DMF at or above 1200 then continue climb to 5000 via SMOR-210 and LAX R-276 to SADDE INT. Rwv 21. climb to 5000 via SMO R-210 and LAX R-276 to SADDE INT, or for climb in visual conditions: cross SMO VOR/DMF at or above 1200, then climb to 5000 via SMO R-210 and LAX R-276 to SADDE INT. NOTE: Rwv 3, multiple signs and trees beginning 19 from departure end of runway 300' right of centerline up to 36' AGL/211' MSL, tower 5488' from departure end of run way 1902 right of centerline 150 AGL /325 MSL light standard 19' from departure end of runway, 176' right of centerline, 6' AGL/181' MSL, multiple trees

beginning 325' from departure end of runway 227' left of centerline, up to 34' AGL/209' MSL, sign 56' from departure end of runway 185' left of centerline 6' AGL/ 181'MSL. Rwv 21, multiple trees and poles beginning 140' from departure end of runway, 247' right of centerline up to 81' AGL /196' MSL antenna on building 280' from departure end of runway, 486' right of centerline, 35' AGL/150' MSL, VOR 101' from departure end of runway, 255' left of centerline, 7' AGL/122' MSL.

## SANTA YNEZ. CA

## SANTA YNF7

TAKE-OFF MINIMUMS: Rwv 8, CAT C D 1100-2 or std with a min. climb of 280' per NM to 2000. DEPARTURE PROCEDURE: Rwv 8. turn left, climb to

6000 heading 260° and V27 to ORCUT Int. Rwv 26. climb to 6000 via RZS R-275 and V27 to ORCUT Int.

## SHAFTER, CA

#### SHAFTER-MINTER FIELD

DEPARTURE PROCEDURE: Rwvs 12.17, turn right. Rwvs 30.35, turn left. Climb westbound to 4000 via V248. Westboundaircraft continue at 4000 on course. Eastbound aircraft turn right at 4000 direct EHF VORTAC.

## TORRANCE, CA

## ZAMPERINI FIELD

TAKE-OFF MINIMUMS: Rwvs 11L. 11R. 400-1 or std. with a min, climb of 325' per NM to 500. DEPARTURE PROCEDURE: Rwvs 29L, 29R, climb runway heading. Rwys 11L.11R. climbing left turn to heading 290°. Both departures climb to 3000, intercept

## TUSI AHP (KHGT),

LAX R-170 to LIMBO Int.

HUNTER LIGGETT, CA . . . . . AMDT 3, 08269 Helicopter use only. Climb on a heading between 010° CW to 190° from heliport (or a minimum climb rate of 530' per NM to 7800 for all other courses).

# $oldsymbol{ abla}$ TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## TWENTYNINE PALMS, CA TWENTYNINE PALMS

## TAKE-OFF MINIMUMS: Rwv 17, NA Rwvs 8, 26, 35,

std, with a min, climb of 280' per NM to 5500 DEPARTURE PROCEDURE: Rwys 8, 26, 35, turn right direct TNP VORTAC. Eastbound on V264 continue climb on course. All others climb in TNP holding pattern (F. left turns, 255° inhound) to cross TNP VORTAC at or above 6000 before proceeding on course. Northeast bound on V514-538 cross TNP VORTAC at or above 7900

## TWENTYNINE PALMS SELF (NXP)

TWENTYNINE PALMS, CA ...... 07354 Diverse departure not authorized

#### UPLAND, CA

#### CABLE

TAKE-OFF MINIMUMS: Rwv 6, 300-1 or std. with a min. climb of 240' per NM to 1900. DEPARTURE PROCEDURE: Rwv 6. climbing right turn. Rwy 24, climbing left turn, All aircraft climb direct PD7 VORTAC, Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ holding pattern (E. right turns. 258° inbound) to cross PDZ VORTAC at or above:

281 CWR-090 6700: R-141 CWR-230 4000

## VAN NUYS, CA

## VAN NUYS

TAKE-OFF MINIMUMS: Rwvs 16L. 16R. 2500-2 or std. with a min, climb of 300' per NM to 3800. Rwvs 34L. 34R. 3300-2 or std. with a min. climb of 425' per NM to 4500

DEPARTURE PROCEDURE: Rwvs 16L, 16R, climbing left turn, Rwvs 34L, 34R, climbing right turn, aircraft intercept VNY R-095 to DARTS Int. Aircraft eastbound via V186 and southeastbound via V459 climb on course. All others, continue climbing right turn direct VNY VOR/DME before proceeding on course.

## VANDENBERG AFB (KVBG) LOMPOC CA

09071 Rwv12: GAVIATO ONE 300-15

Rwv 12/30: All departures (GAVIATO ONE.

or above 35' AGL/274' MSL

VANDENBERG ONE. Diverse Departures Rwv 12/30. VCOA Rwy 12/30) CROSS DER AT OR ABOVE 35' AGL, Rwy 12: Diverse Departure Authorized: 6500-3 or standard with a minimum climb rate of 300 VNM to 8800 cross DER at or above 35' AGL/404' MSL. Rwv 30: Diverse Departure Authorized: 6400-3 or standard with a

minimum climb rate of 270 ft/NM to 8800, cross DER at

TAKE-OFF OBSTACLES: Rwv 12 trees 40' AGL/479' MSL, 3814' from DER, 1126' right of centerline, Road with possible vehicles 10' AGL/443' MSL, 2961' from DER 360' right of centerline Trees 200' AGL /594' MSL 1.3 NM from DER, 795' right of centerline, Trees 200' AGL/600' MSL, 1.1 NM from DER, 2250' right of centerline, Trees 200' AGL/604' MSL, 1.0 NM from DER, 90' right of centerline, Trees 200' AGL/600' MSL. 1.4 NM from DER 2665' left of centerline. Trees 200' AGL/620' MSL, 6051' from DER, 2044' left of centerline. Trees 50' AGL/1375' MSL, 3,2 NM from DER, 5,0 NM left of centerline, Trees 107' AGL/546' MSL, 4548' from DER, 1479' right of centerline, Rwv 12/30 VCOA; For climb in Visual Conditions 2200-3, remain within 6.5 NM from airport, cross Vandenberg airport at or above 2400. then proceed as filed. Maximum airspeed 250 kts. Note:

### VICTORVILLE, CA

procedure.

#### SOUTHERN CALIFORNIA LOGISTICS

TAKE-OFF MINIMUMS: Rwv 3, std. w/min. climb of 266' per NM to 3500 or 5300-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwv 3, climbing left turn heading 220°, thence. . . or for climb in visual conditions cross Southern California Logistics Airport at or above 8000 MSL before proceeding on course. Rwys 17, 21, climbing right turn heading 325°, thence... Rwy 35, climbing left turn heading 220°, thence...

Aircrews must notify ATC prior to executing this VCOA

...All aircraft climb via VCV VOR/DME R-269 to ETHER INT. Continue climb in ETHER holding pattern (NE PMD VORTAC, left turn, 247° inbound) to MEA for direction of flight.

NOTE: Rwy 3, pole 408' from departure end of runway, 511' right of centerline, 29' AGL/2873' MSL, Terrain beginning 153' from departure end of runway, 41' right of centerline, up to 3196' MSL. Terrain beginning 17' from departure end of runway, 104' left of centerline, up to 2855' MSL. Tree 2.1 NM from departure end of runway, 3735' right of centerline, 50' AGL/3269' MSL. Rwy 17, sign 248' from departure end of runway, 277' left of centerline, 14' AGL/2896' MSL. Antenna on building 701' from departure end of runway, 203' left of centerline, 20' AGL/2902' MSL.

Rwy 3: Standard with minimum climb of 340 feet per NM to 5900. Rwy 13: Standard with minimum climb of 230 feet per NM to 8200.

SIDTO

SL-6436 (FAA)

SEATTLE CENTER 127.6 346.35 CTAF 122.8

ALTURAS MUNI (AAT)

ALTURAS, CALIFORNIA

Rwy 21: Standard with minimum climb of 365 feet per NM to 6000.

NOTE: GPS required.

(BACHS2.BACHS) 09239

TAKE-OFF MINIMUMS

Rwy 31: Standard with minimum climb of 450 feet per NM to 5800.

BACHS TWO DEPARTURE (RNAV) (OBSTACLE)

NOTE: RNAV 1 NOTE: Chart not to scale. NARIC ₹ 1,8° (26) MOMPE **RUCOR** 226 (24)

TAKE-OFF OBSTACLE NOTES Rwy 3: Trees, buildings, poles and a road with vehicles beginning 1' from DER, right and left of centerline,

up to 100' AGL/4659' MSL.

BACHS ^

Rwy 21: Trees and road with vehicles beginning 1' from DER, right and left of centerline, to 100' AGL/4469' MSL.

Rwy 13: Trees and a road with vehicles beginning 1' from DER, right and left of centerline, up to 100' AGL/4519' MSL.

Rwy 31: Trees and road with vehicles beginning 1' from DER, right and left of centerline, up to 100' AGL/4469' MSL.

V

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb to 9000 direct NARIC, then climbing left turn direct BACHS. TAKE-OFF RUNWAY 13: Climb to 9000 direct RUCOR, turn right via 226° track to BACHS.

TAKE-OFF RUNWAY 21: Climb to 9000 direct MOMPE, then via 221° track to BACHS.

TAKE-OFF RUNWAY 31: Climb to 9000 direct SIDTO, turn left via 215° track to BACHS.

SW-2 22 OCT 2009 to 19 NOV 2009

(CHOIR2.CHOIR) 09239 SL-CHOIR TWO DEPARTURE (RNAV)

ALTURAS, CALIFORNIA

SEATTLE CENTER
127.6 346.35

ALTURAS MUNI (AAT)

CTAF 122.8

SL-6436 (FAA)

TAKE-OFF MINIMUMS

Rwy 3: Standard with minimum climb of 367' per NM to 11000. Rwy 13: Standard with minimum climb of 389' per NM to 11000. Rwys 21 and 31: NA - ATC.

NOTE: GPS required.
NOTE: RNAV 1 NILLY

NOTE: Chart not to scale.

NARIC

NARIC

OSO

(1)

OSO

## TAKE-OFF OBSTACLE NOTES

**RUCOR** 

Rwy 3: Trees, buildings, poles and a road with vehicles beginning 1' from DER, right and left of centerline, up to 100' AGL/4659' MSL.

Rwy 13: Trees and road with vehicles beginning 1' from DER, right and left of centerline, up to 100' AGL/4519' MSL.

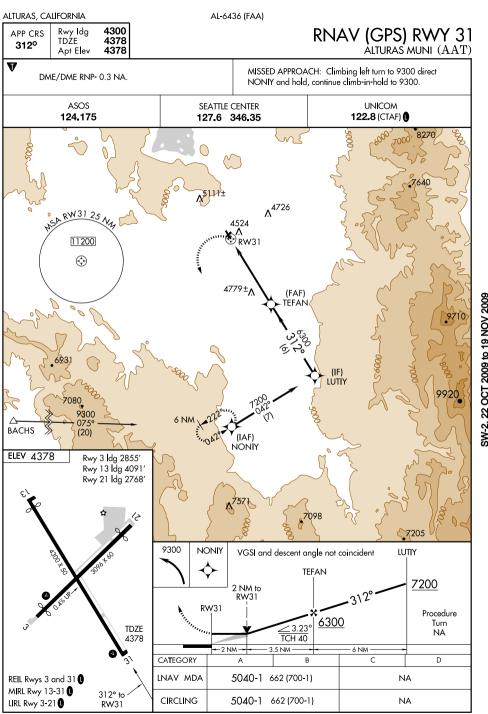


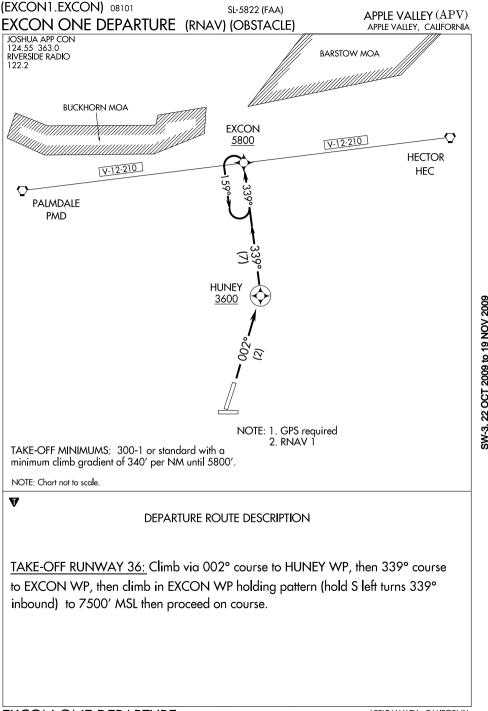
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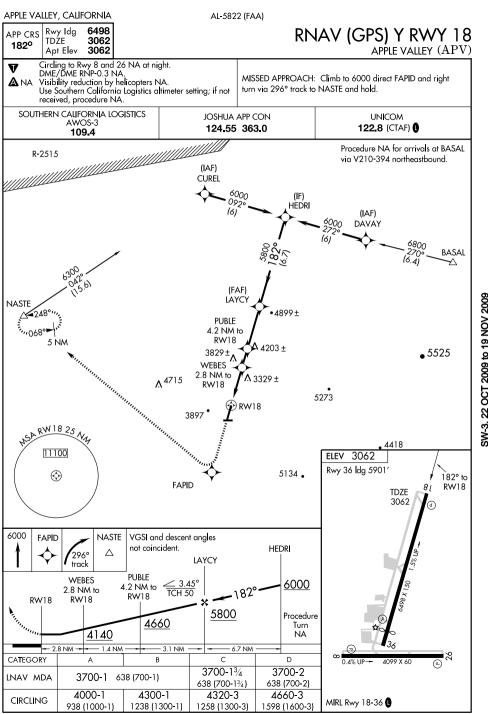
TAKE-OFF RUNWAY 3: Climb to 11000 direct NARIC and via 030° track to NILIY and via 092° track to CHOIR, Thence....

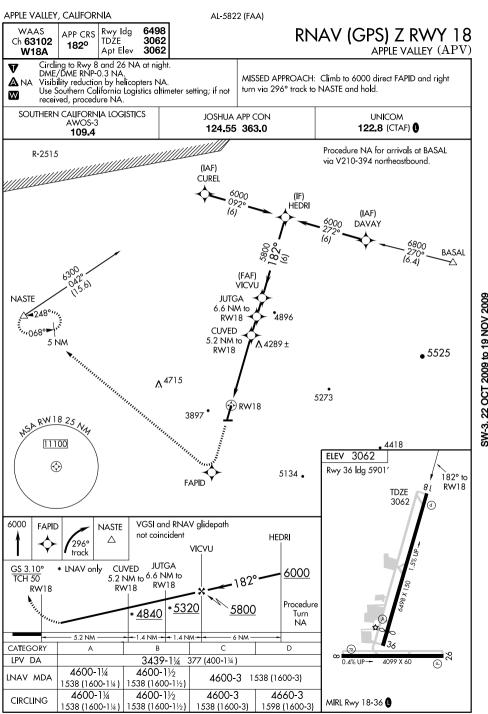
<u>TAKE-OFF RUNWAY 13:</u> Climb to 11000 direct RUCOR and via 056° track to CHOIR, Thence....

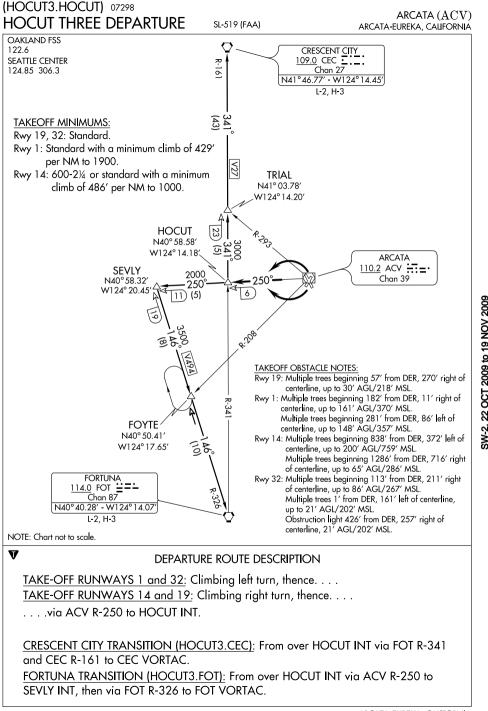
....climb in holding, (if required) before proceeding on course.

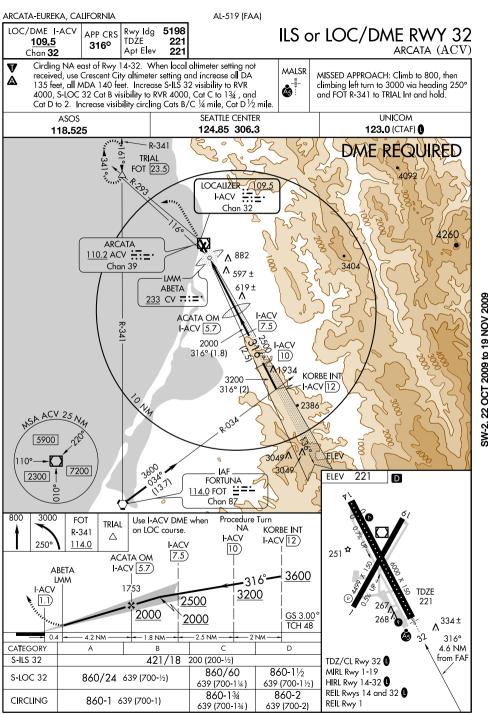


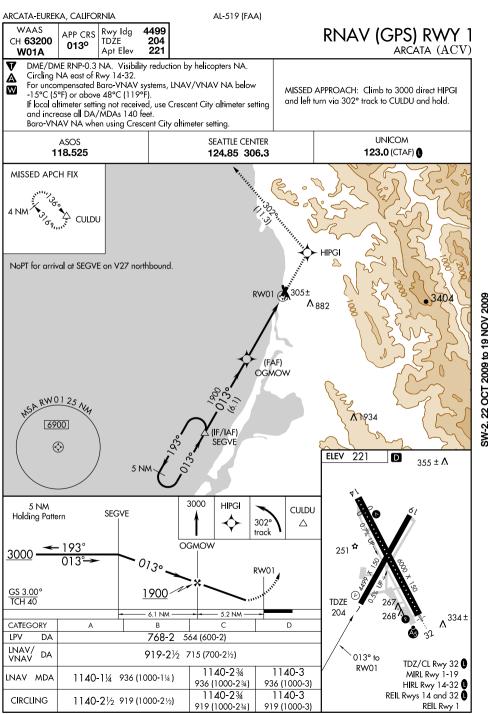


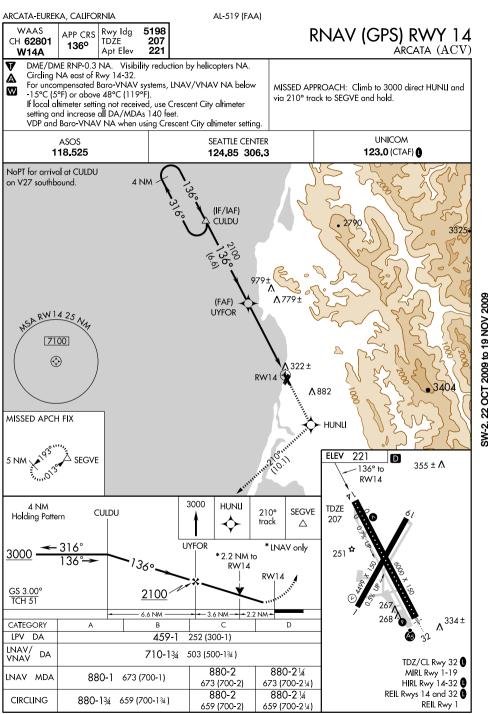


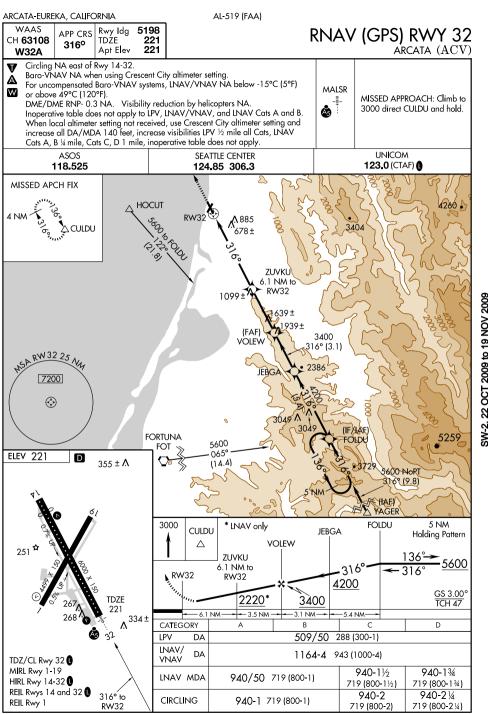


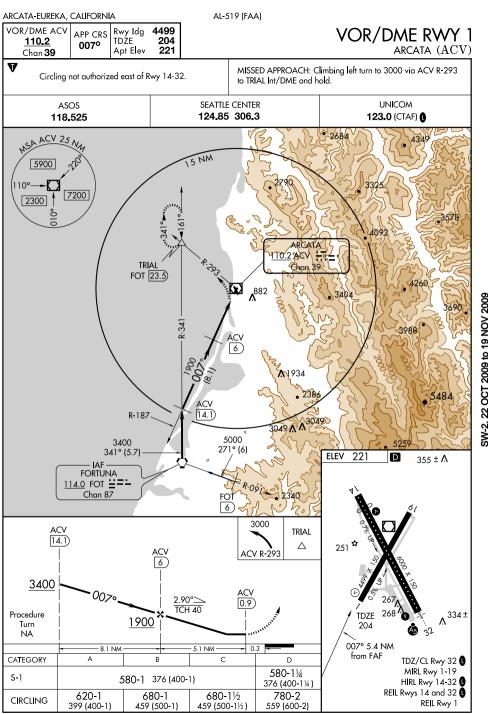












ARCATA-EUREKA, CALIFORNIA AL-519 (FAA) VOR/DME ACV 5198 Rwy Ida VOR/DME RWY 14 APP CRS 110.2 TDŹE 207 1230 ARCATA (ACV) Apt Elev 221 Chan 39 Circling NA east of Rwy 14-32. Visibility reduction by helicopters NA. A MISSED APPROACH: Climbing right turn to 3000 via When local altimeter setting not received, use Crescent City altimeter setting and increase all MDA 140 feet and S-14 ACV VOR/DME R-208 to HEXIT INT/8.2 DME and hold, continue climb-in-hold to 3000. visibility Cat C ¼ mile, Cat D ½ mile, and circling Cat D ¼ mile. VDP NA when using Crescent City altimeter setting. UNICOM ASOS SEATTLE CENTER 124.85 306.3 123.0 (CTAF) 0 118.525 (IAF) WHEEL ACV 9.1 DME REQUIRED 3500 to WHEE 303° (9.1) ARCATA 110.2 ACV LIGHT Chan-39 357± ACV 2.4 SW-2 22 OCT 2009 to 19 NOV 2009 HONAD ACV 0.2 **∧**882 3404 8.708 5900 HEXIT ACV (8.2) 7200 2300 ELEV 221 114.0 Chan  $\Box$ 355 ± Λ 8 5 123° 8.9 NM from FAF <u>#</u>15.4 **TDZE** 207 3000 One Minute WHEEL **HEXIT** 251 🌣 Holding Pattern ACV 9.1) . ACV Δ LIGHT R-208 ACV 2.4) 3000 1.5 HONAD ACV 0.2 Λ<sup>334±</sup> 2.93°> 920 TCH 51 6.7 NM 0.9 1.3 NM

CATEGORY

CIRCLING

620-1 413 (400-1)

680-1

459 (500-1)

620-1

399 (400-1)

S-14

TDZ/CL Rwy 32 **()** MIRL Rwy 1-19

HIRL Rwy 14-32 **()** REIL Rwys 14 and 32 **()** 

REIL Rwy 1

C

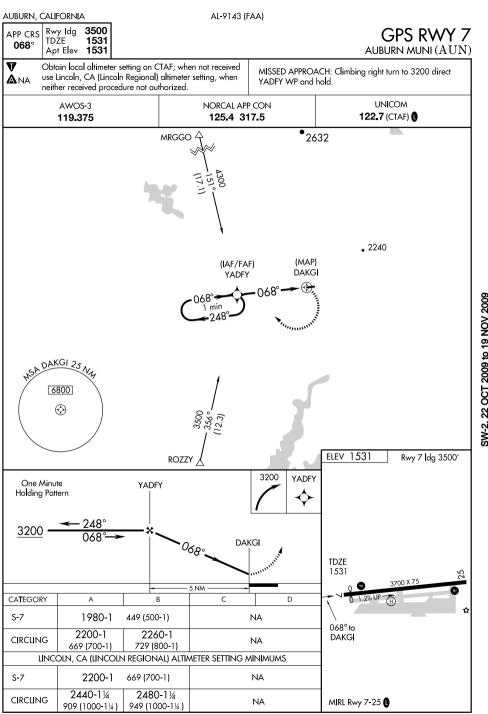
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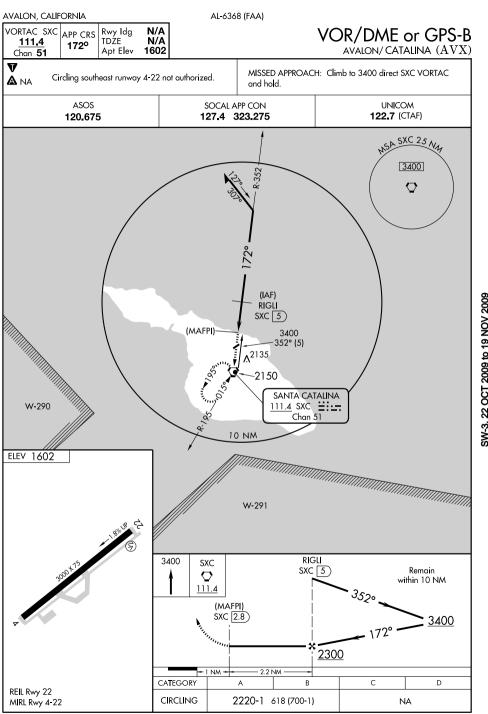
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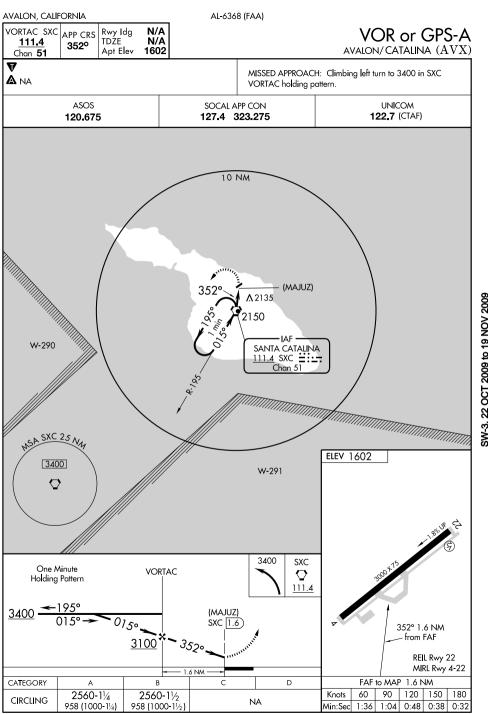
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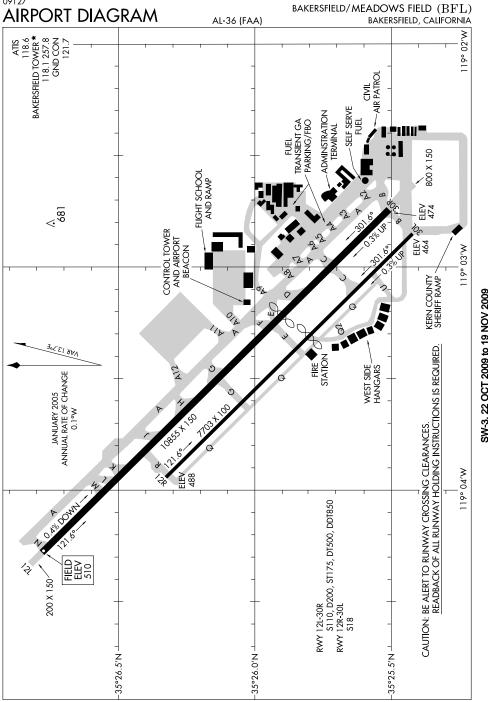
780-2

559 (600-2)



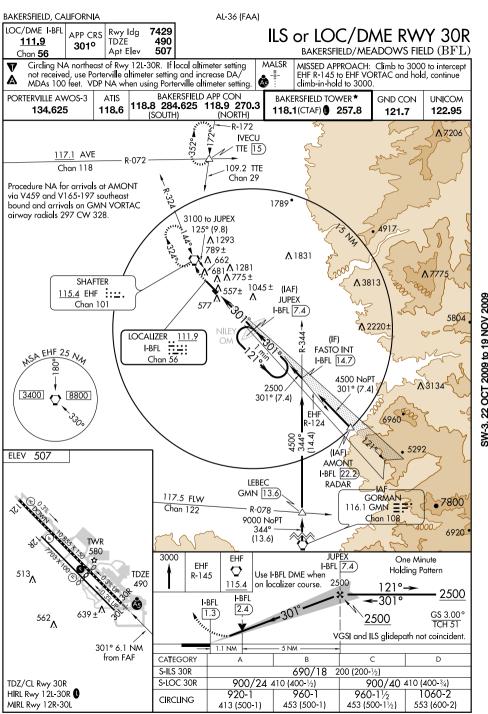


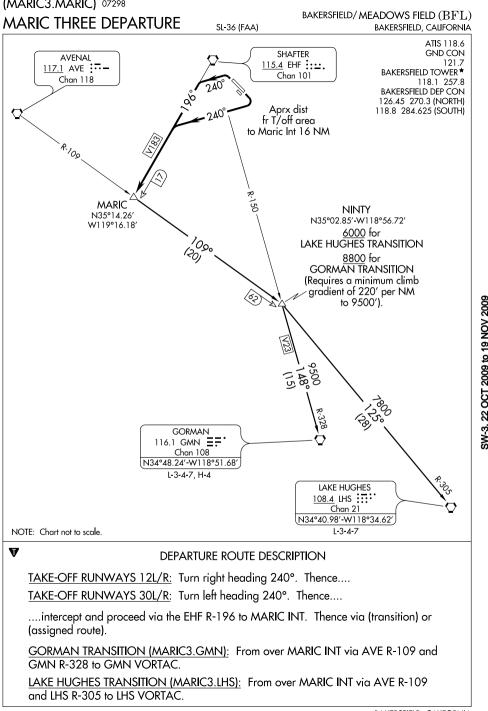




(ARVIN.ARVIN1) 09127 MEADOWS FIFLD ARVIN ONE ARRIVAL ST-36 (FAA) BAKERSFIELD, CALIFORNIA BAKERSFIELD APP CON SHAFTER 118.8 284.625 (SOUTH) 115.4 EHF ::::. 118.9 270.3 (NORTH) Chan 101 BAKERSFIELD TOWER★ 118.1 257.8 GND CON 121.7 ATIS 118.6 UNICOM 122.95 **NILEY** ОМ LOCALIZER ARVIN 111.9 N35°16 61' V118°51.68′ Chan 56 MING N35°13.30′ W118°47.93′ AMONT 188 N35°11.03' W118°45.32′ LEBEC 22 OCT 2009 to 19 NOV 2009 N35°01.87' **KELEN** GMN R-351 W118°51.68' N35°07.41′ 117.5 FLW W118°41.29′ Chan 122 R-078 (WIJYI) N35°01.28′ W118°34.41′ (IBWEN) N34°57.70 W118°51.68' LAKE HUGHES 108.4 LHS : ...: 344 (9) Chan 21 N34°40.98′ W118°34.62' GORMAN 1-3-4-7 116.1 GMN **ΞΞ** ' Chan 108 **PALMDALE** N34°48 24' 114.5 PMD = ... W118°51.68' Chan 92 L-3-4-7, H-4 N34°37 88' W118°03.83' NOTE: Chart not to scale. L-3-4-7, H-4 GORMAN TRANSITION (GMN.ARVIN1): From over GMN VORTAC via GMN R-344 to ARVIN INT. Thence.... LAKE HUGHES TRANSITION (LHS.ARVIN1): From over LHS VORTAC via LHS R-305 and GMN R-344 to ARVIN INT. Thence.... PALMDALE TRANSITION (PMD.ARVIN1): From over PMD VORTAC via PMD R-298 and EHE R-123 to ARVIN INT. Thence.... ....From over ARVIN INT via the I-BFL ILS 30R localizer to NILEY OM.

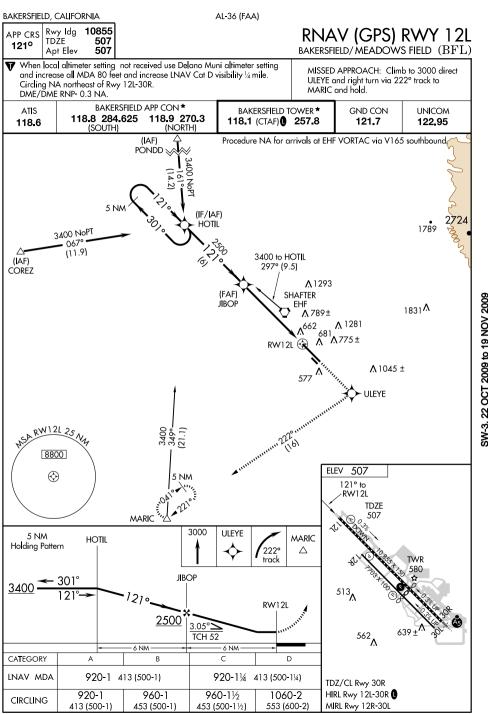
LOST COMMUNICATIONS: From over ARVIN INT via I-BFL ILS 30R to NILEY OM.



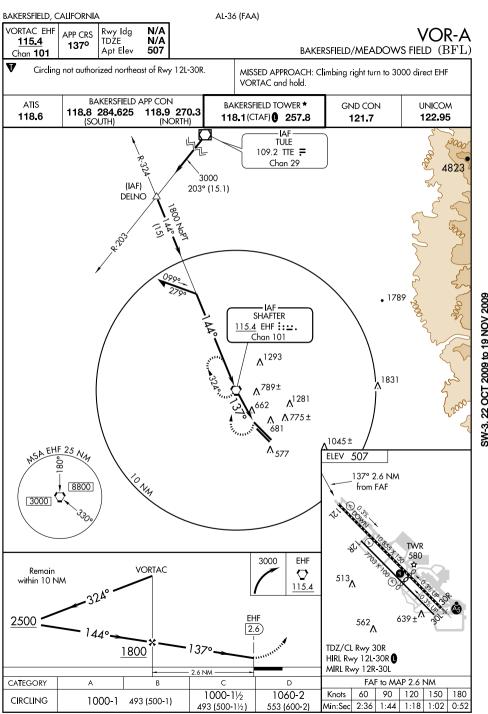


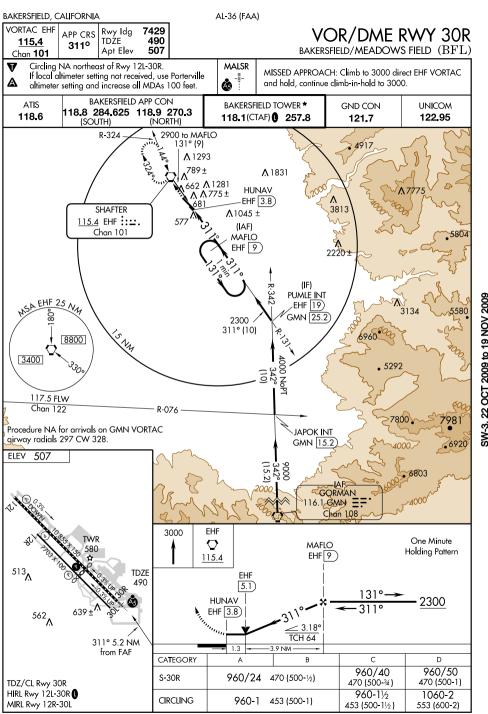
(MEADO1.MEADO) 08213 BAKERSFIELD/MEADOWS FIELD (BFL) MEADOWS ONE DEPARTURE SL-36 (FAA) BAKERSFIELD, CALIFORNIA ATIS 118.6 GND CON CLOVIS 121.7 112.9 CZQ =:: BAKERSFIELD TOWER★ Chan 76 118.1 257.8 N36°53.06′ - W119°48.91 BAKERSFIELD DEP CON L-3-9, H-3 PANOCHE 126.45 270.3 112.6 PXN =:--Chan 73 N36°42.93′ - W120°46.72′ NOTE: Applicable only with Approach Control L-3, H-3 Radar environment. VISALIA 109.4 VIS Chan 31 N36°22.04 109.2 TTE AVENAL 117.1 AVE ...-W119°28.93' Chan 29 N35° 54 78′ - W119° 01 25′ L-3-9 Chan 118 L-3-7. H-4 N35°38.82' - W119°58.72' L-3-7, H-4 SHAFTER 11<u>5.4</u> EHF :::... Chan 101 N35°29.07′ - W119°05.84′ MORRO BAY L-3-7, H-4 112.4 MQO ==. Chan 71 MARIC N35°15.14′ N35° 14.26′ W120°45.58′ **PALMDALE** W119°16.18′ L-3-7, H-4 114.5 PMD :--L-3-7 Chan 92 AMONT N34° 37.88′ N35° 11.01′ W118°03.83 W118°45.35' L-3-4-7, H-4 **FELLOWS** L-3-7 117.5 FLW :=: Chan 122 N35°05.59 W119°51.93' **GUADALUPE** L-3-7, H-4 111.0 GLJ :=: GORMAN 116.1 GMN == N34°57.14′ Chan 108 W120°31.29 N34°48.24′ - W118°51.68′ 1-3-4-7 L-3-4-7, H-4 LAKE HUGHES 108.4 LHS SAN MARCUS 114.9 RZS :--N34°40.98 FILLMORE Chan 96 W118°34.62′ 112.5 FIM <u>∷</u> \_ N34°30.57′ - W119°46.26′ Chan 72 L-3-4-7, H-4 N34°21.40′ - W118°52.88′ L-3-4-7, H-4 NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF ALL RUNWAYS: Fly runway heading for vector to assigned route/fix. Expect clearance to requested altitude five minutes after departure. LOST COMMUNICATIONS: If no radio contact for two minutes, proceed direct EHF VORTAC and hold. Climb in holding pattern to expected altitude prior to proceeding on course.

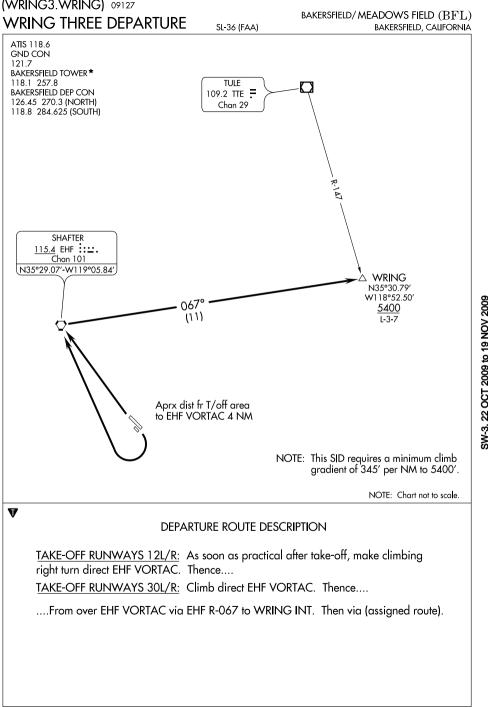
SW-3, 22 OCT 2009 to 19 NOV 2009

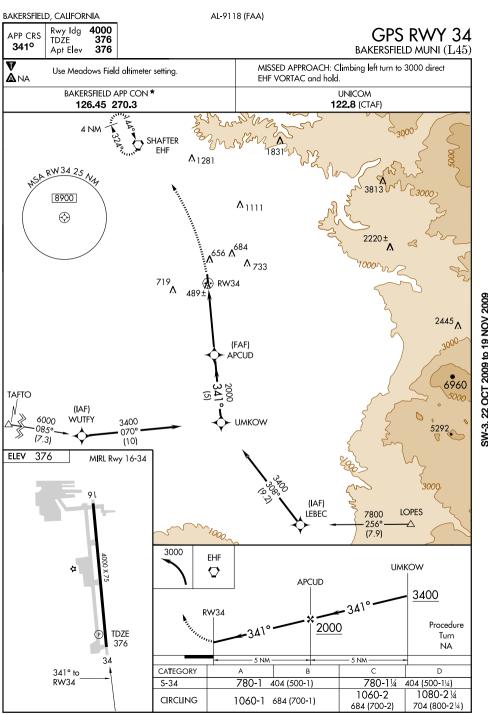


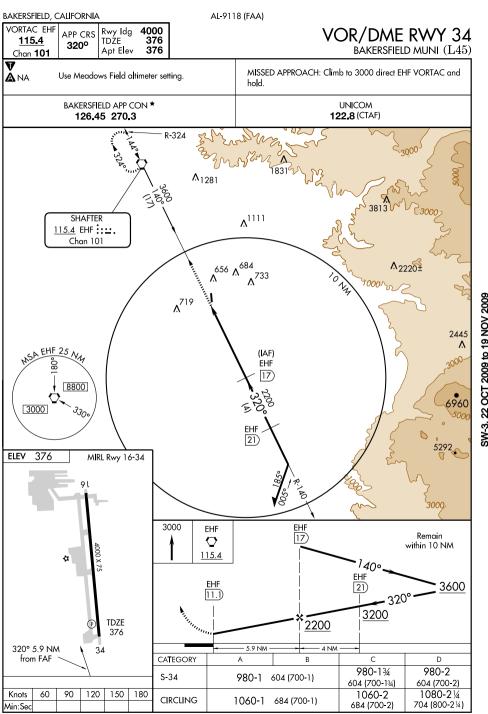
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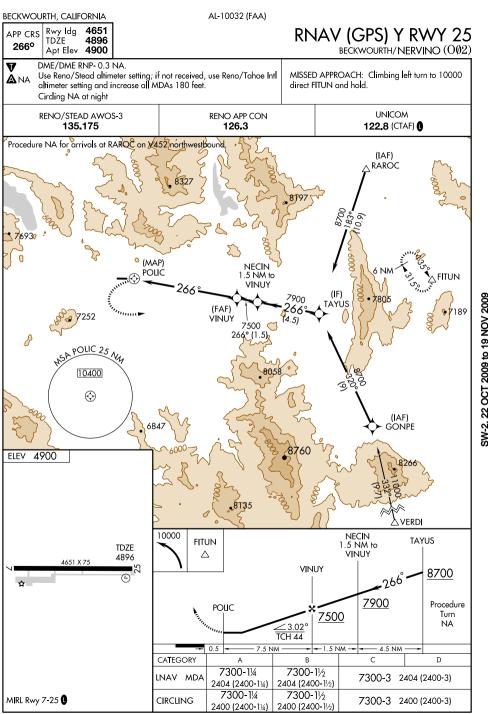


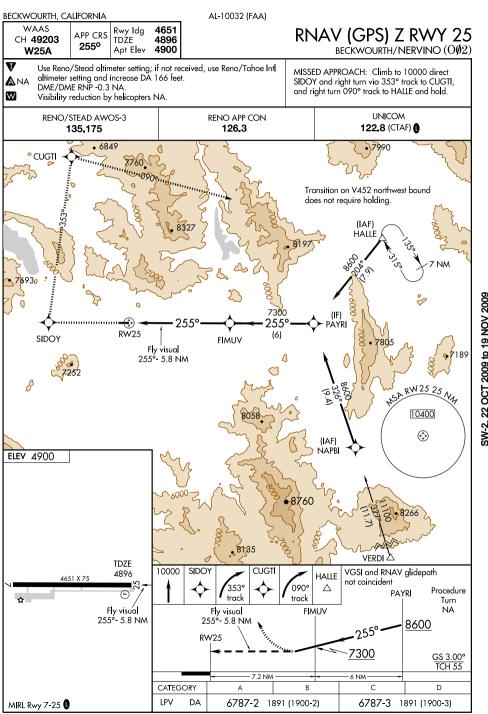


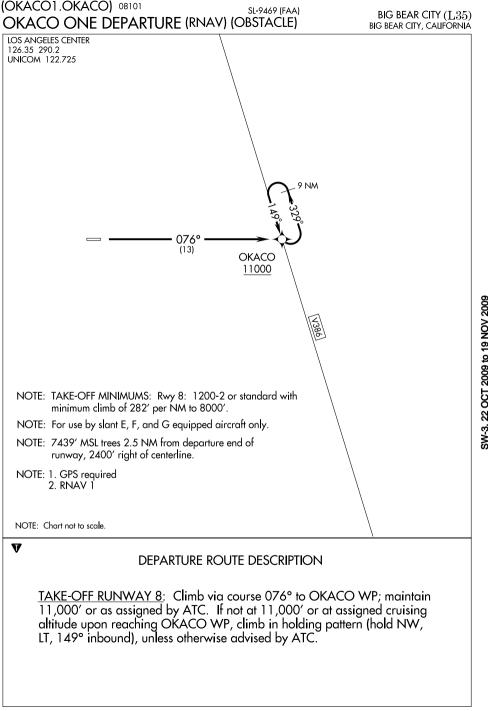


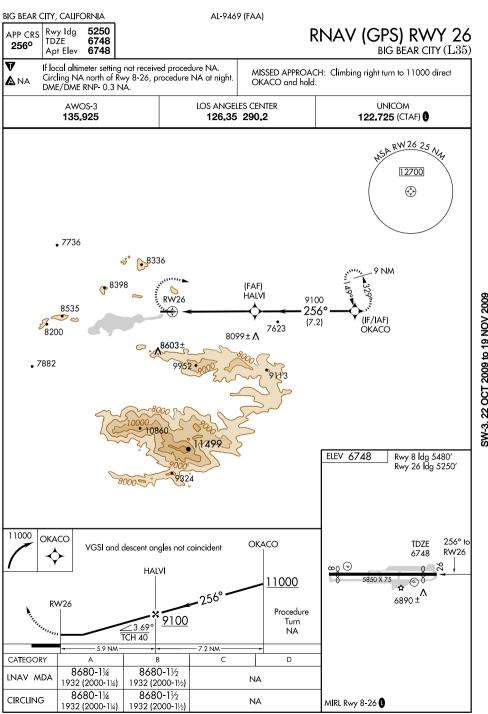












BISHOP, CALIFORNIA AL-5737 (FAA) LOC/DME I-BIH Rwy Ida 5600 LDA/DME RWY 16 APP CRS 109.1 TDŹE 4113 1410 BISHOP / EASTERN SIERRA RGNL (BIH) Apt Elev 4124 Chan 28 MISSED APPROACH: Climbing right turn to 12500 via heading 355° and via BIH VOR/DME R-328 to Visibility reduction by helicopters NA. Δ JABIM INT/OAL 39.5 DME and hold. **∆**SOS OAKLAND CENTER RIVERSIDE RADIO UNICOM 119.025 123.0 (CTAF) 0 125.75 284.65 122.6 **◄**250°•• NIKOI/ 8552 117.7 OAL BIH 38.5) R-250 Chan 124 8874° JABIM OAL 39.5) 1000 8920 SA BIH 25 M 10340 15500 840 13560 10240. **17240** 11200 (IAF) HATAG I-BIH 22.4) 9450 SW-2 22 OCT 2009 to 19 NOV 2009 8629 (IF) **FEDGO** I-BIH [17.3] 4246 **EBOBE** 7912 I-BIH 13.2 13040 11107 12598 CAXOR 7800 109. LOCALIZER I-BIH 10.3 12600 I-BIH :: 141° (2.9) 5349± 13189 Chan 28 12931 BIH R-328 LOC offset 24.77° 12221 BUTPE 11320 I-BIH 1 **BISHOP** ELEV 4124 109.6 BIH .... 13748 Chan 33 4350 13741 141° 13652 13100 TDZE 12500 Use I-BIH DME when on the BIH 4113 91 **HATAG** JABIM localizer course. R-328 I-BIH 22.4) 2600 X 100 Δ **FEDGO** 109.6 355° I-BIH [17.3] **EBOBE** VGSI and descent angles I-BIH 13.2 12500 CAXOR not coincident. 1412 0.4% I-BIH 10.3) (H) BUTPF 10000 3.50°≥ I-BIH 8700 Procedure TCH 50 Turn 0 7800 NA 4.1 NM ---- 2.9 NM ----- 9.3 NM 5.1 NM -0.5 CATEGORY C 6340-11/4 6340-11/2 S-16 6340-3 2227 (2300-3) 2227 (2300-11/4) 2227 (2300-11/2) MIRL Rwy 7-25 ( 6340-11/4 6340-11/2 CIRCLING 6340-3 2216 (2300-3) HIRL Rwys 12-30 and 16-34 0 2216 (2300-11/4) 2216 (2300-11/2)

Rwy Ida 7498 APP CRS

HIRL Rwys 12-30 and 16-34

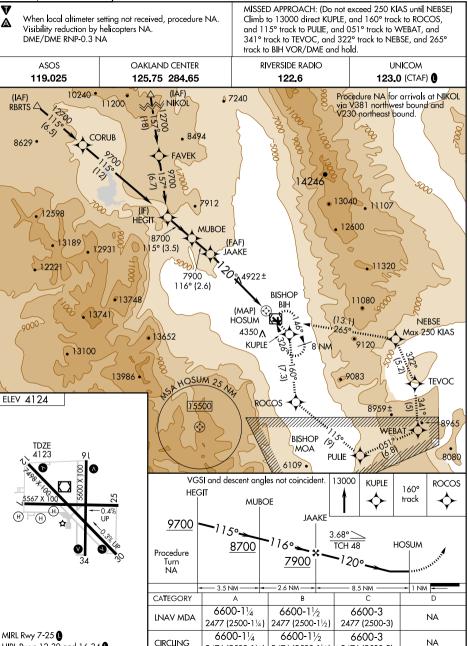
BISHOP, CALIFORNIA

4123 TDŹE 4124 Apt Elev

## RNAV (GPS) Y RWY 12 BISHOP / EASTERN SIERRA RGNL (BIH)

SW-2 22 OCT 2009 to 19 NOV 2009

120° MISSED APPROACH: (Do not exceed 250 KIAS until NEBSE)



2476 (2500-11/4) 2476 (2500-11/2)

2476 (2500-3)

4580-11/4

2296 (2300-11/4) 2296 (2300-11/2)

6420-11/4

LNAV MDA\*

CIRCLING

MIRL Rwy 7-25 1

HIRL Rwys 12-30 and 16-34

457 (500-11/4)

6420-3

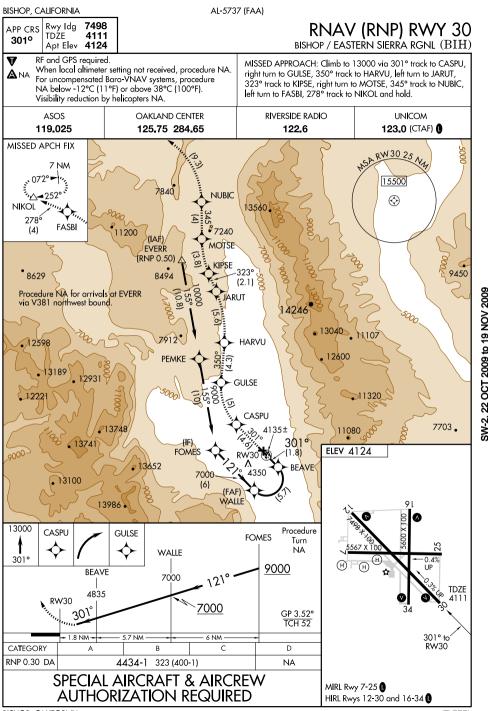
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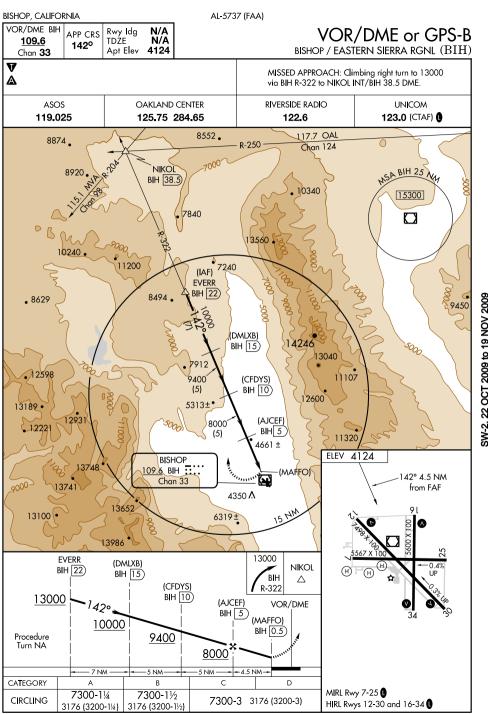
6420-11/2

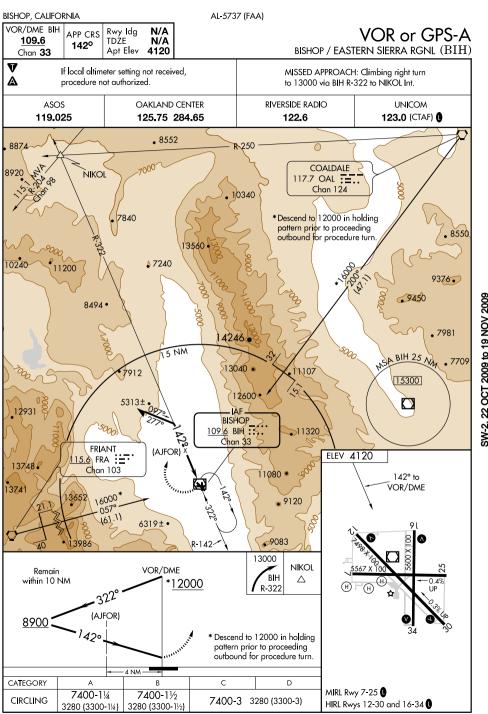
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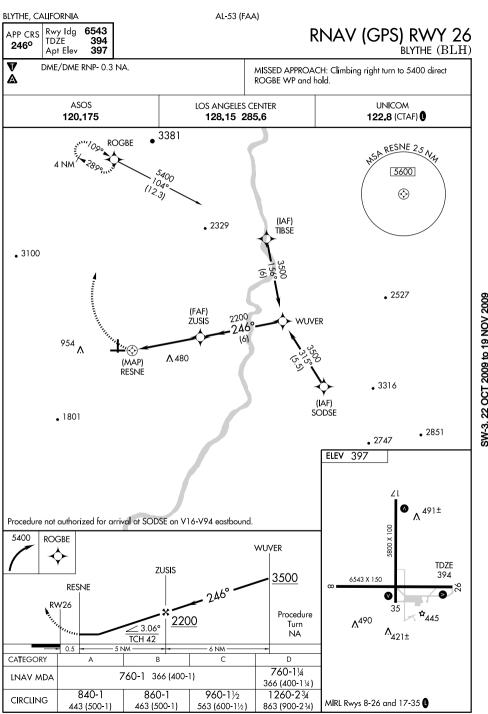
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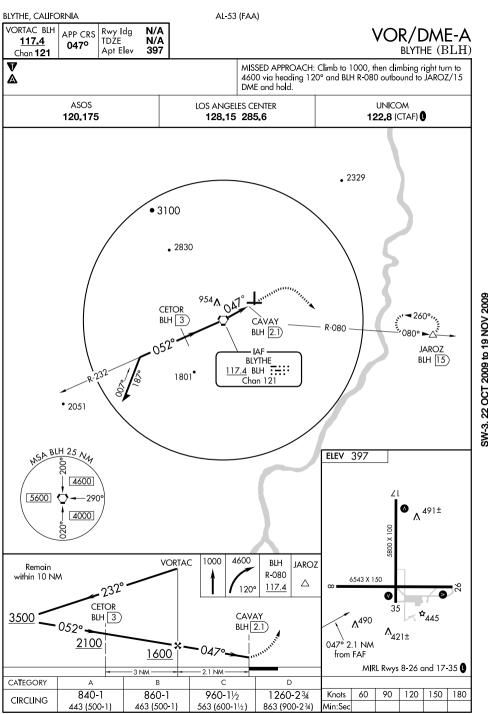
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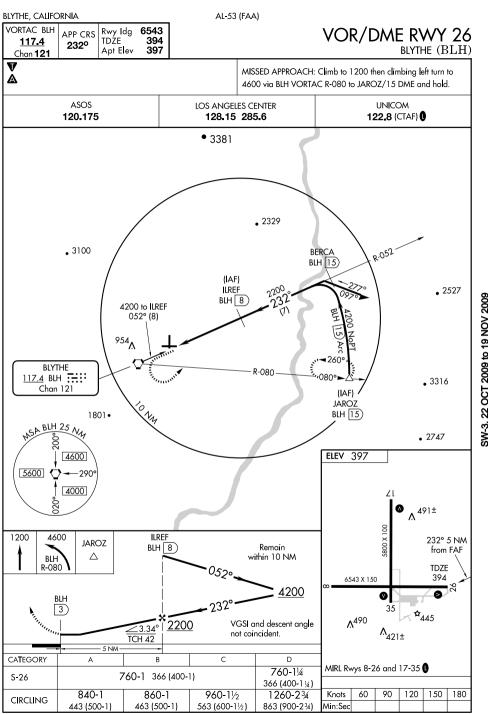


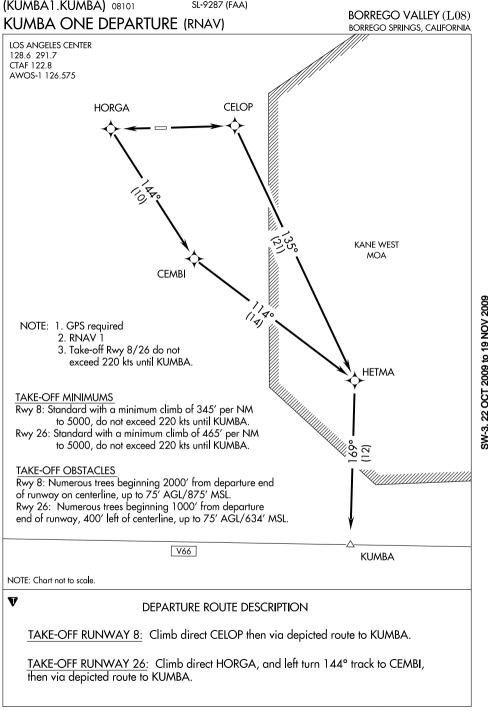


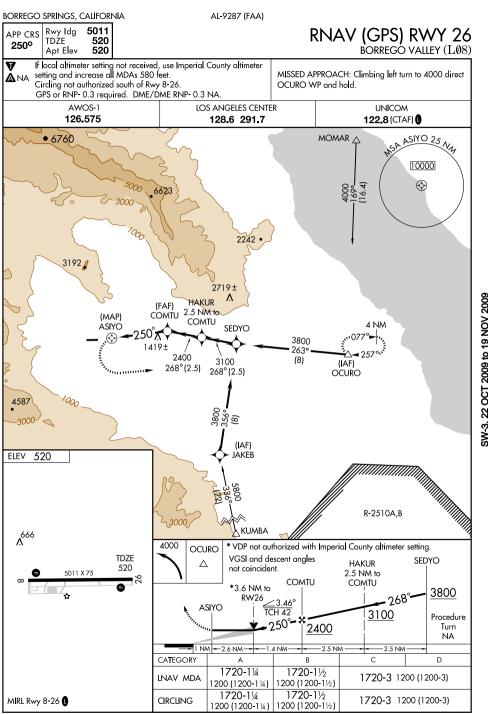


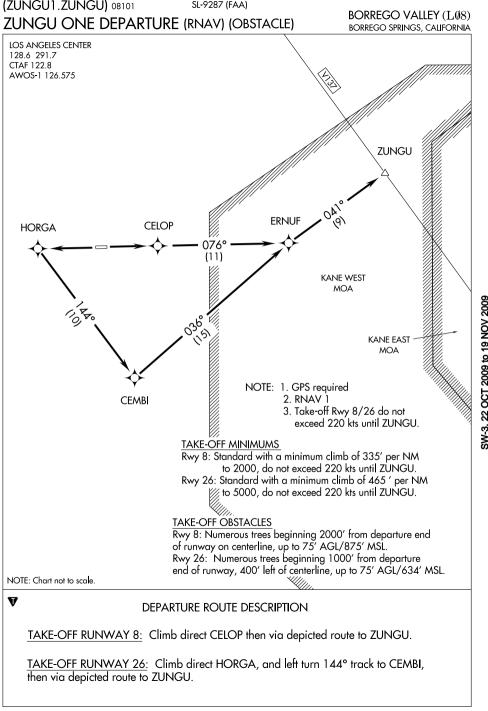


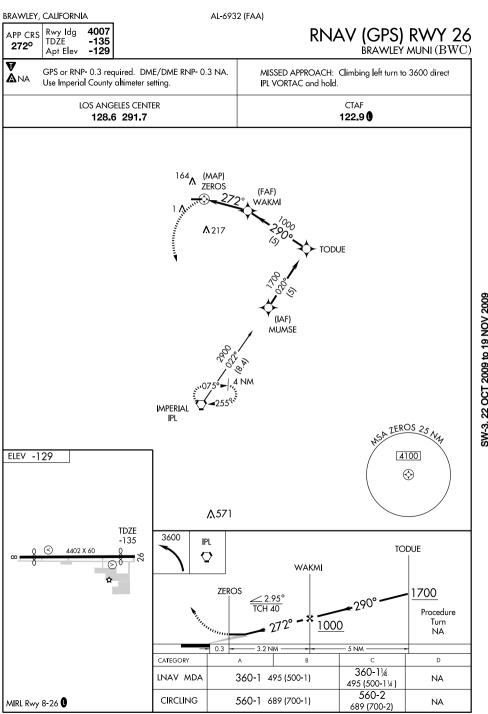


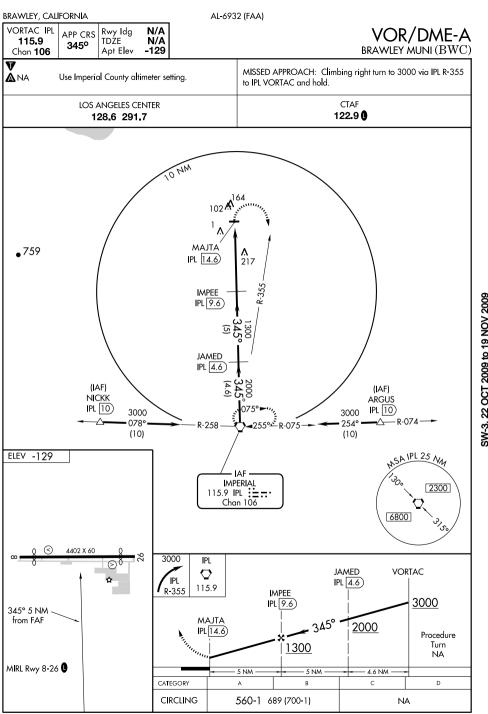


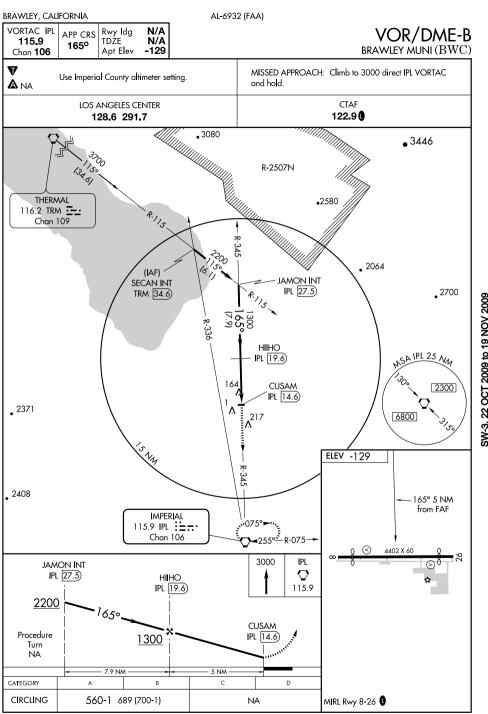


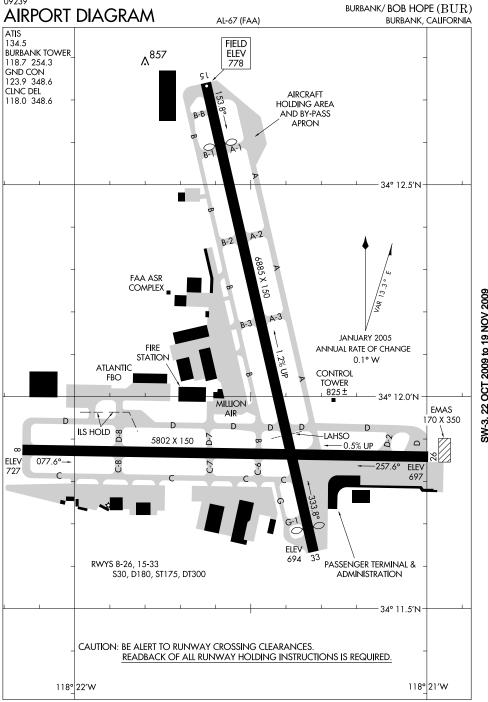












(ELMOO5.ELMOO) 07298

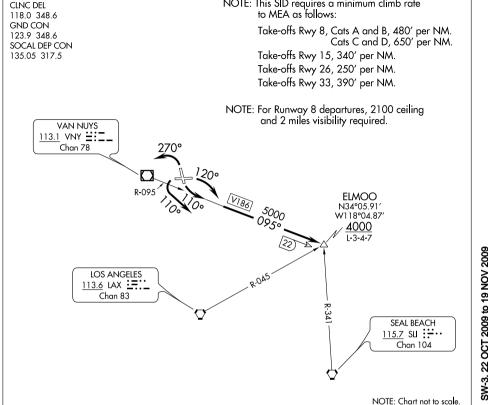
ELMOO FIVE DEPARTURE

SL-67 (FAA)

BURBANK/BOB HOPE (BUR)
BURBANK, CALIFORNIA

ATIS 134.5
CLINC DEL

NOTE: This SID requires a minimum climb rate



## DEPARTURE ROUTE DESCRIPTION

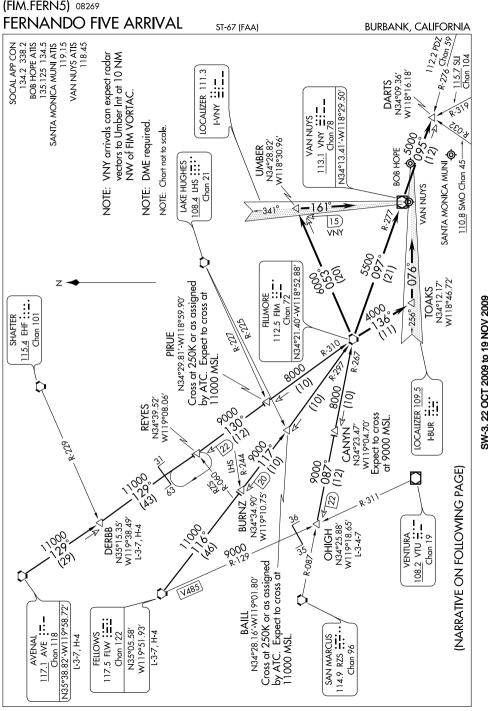
V

TAKE-OFF RUNWAY 8: Turn right heading 120° as soon as practicable after take-off, intercept and proceed via VNY R-095 to ELMOO INT. Then via (assigned route).

<u>TAKE-OFF RUNWAY 15:</u> Turn left heading 110° as soon as practicable after take-off, intercept and proceed via VNY R-095 to ELMOO INT. Then via (assigned route).

TAKE-OFF RUNWAY 26: Turn left heading 110° as soon as practicable after take-off for vector to VNY R-095. Then via VNY R-095 to ELMOO INT. Then via (assigned route).

<u>TAKE-OFF RUNWAY 33:</u> Turn left heading 270° as soon as practicable after take-off for vector to VNY R-095. Then via VNY R-095 to ELMOO INT. Then via (assigned route).



(FIM.FERN5) 04050 FERNANDO FIVE ARRIVAL BURBANK, CALIFORNIA ST-67 (FAA) ARRIVAL DESCRIPTION AVENAL TRANSITION (AVE.FERN5): From over AVE VORTAC via AVE R-129 and FIM R-310 to FIM VORTAC. Thence.... DERBB TRANSITION (DERBB.FERN5): From over DERBB INT via AVE R-129 and

FIM R-310 to FIM VORTAC. Thence.... FELLOWS TRANSITION (FLW.FERN5): From over FLW VORTAC via FLW R-116 and FIM R-297 to FIM VORTAC. Thence....

OHIGH TRANSITION (OHIGH, FERN5): From over OHIGH INT via FIM R-267 to FIM VORTAC. Thence....

From over FIM VORTAC:

LANDING BOB HOPE: Via FIM R-136 to TOAKS INT, then via I-BUR localizer. Expect ILS RWY 8.

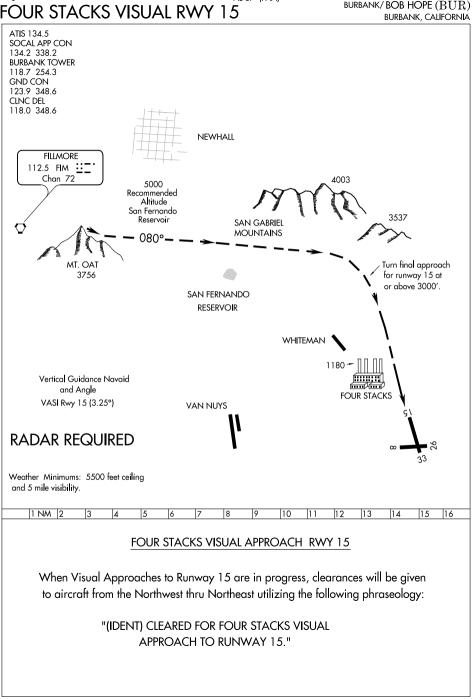
LANDING SANTA MONICA MUNI: Via FIM R-097 and VNY R-277 to VNY

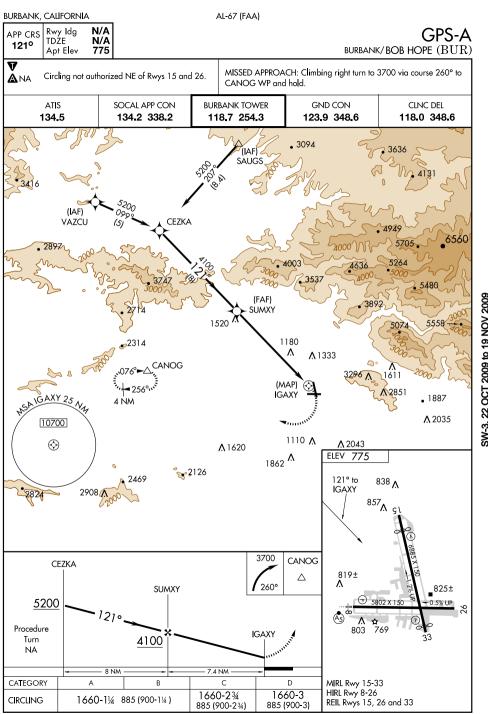
VOR/DME; then via VNY R-095 to DARTS INT. Expect VOR-A approach. LANDING VAN NUYS RWY 16: Via FIM R-053 to UMBER INT, then via I-VNY localizer. Expect ILS RWY 16R.

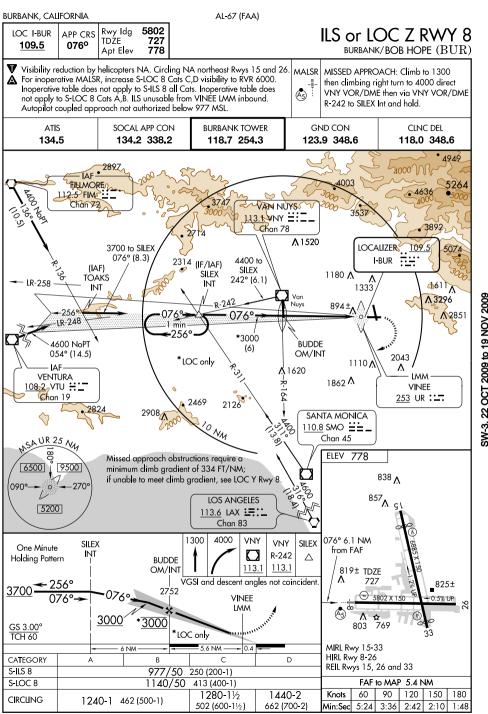
LANDING VAN NUYS RWY 34: Via FIM R-136 to TOAKS INT, then via I-BUR

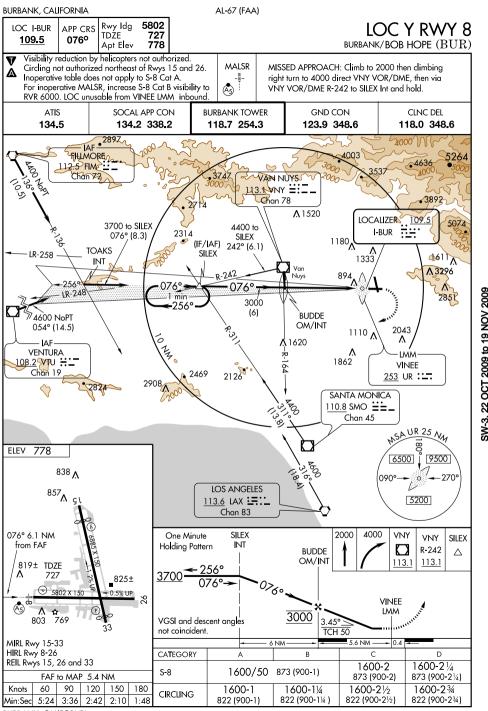
localizer. Expect LDA-C; circle to land RWY 34L.

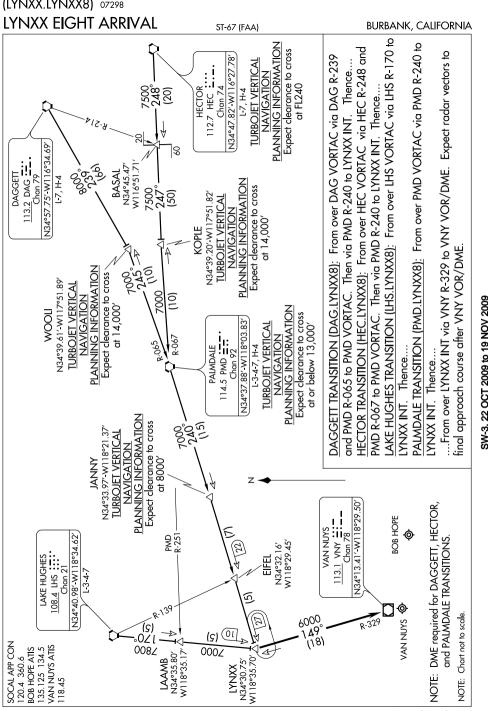
SW-3 22 OCT 2009 to 19 NOV 2009

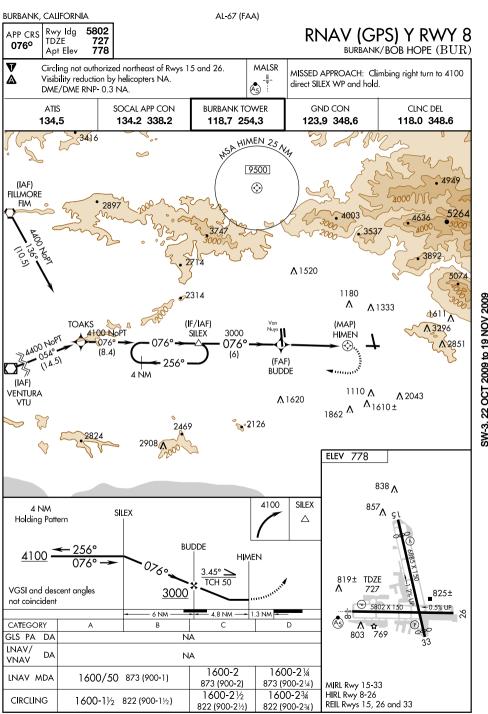


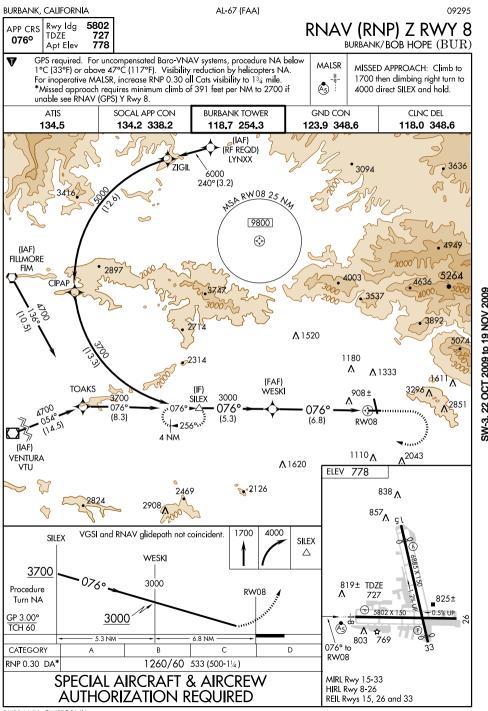






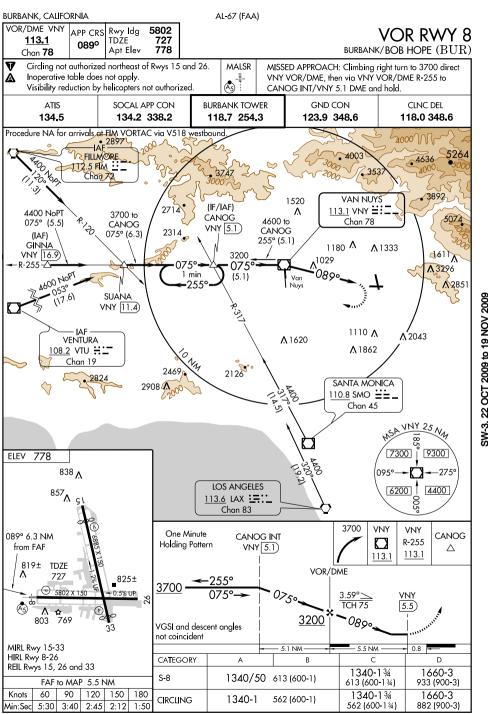




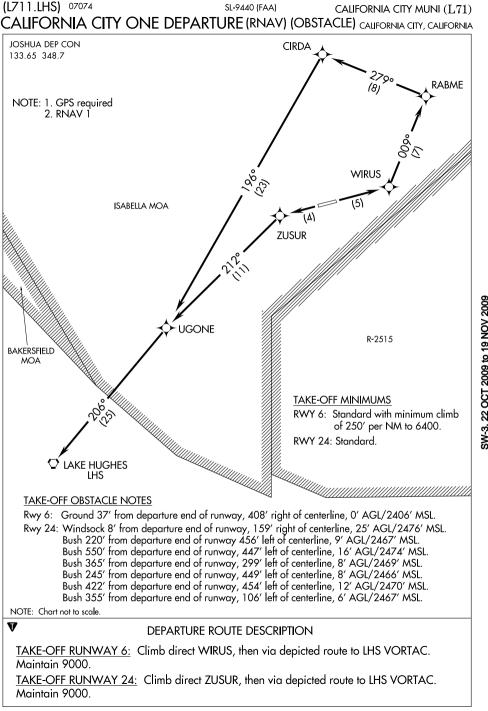


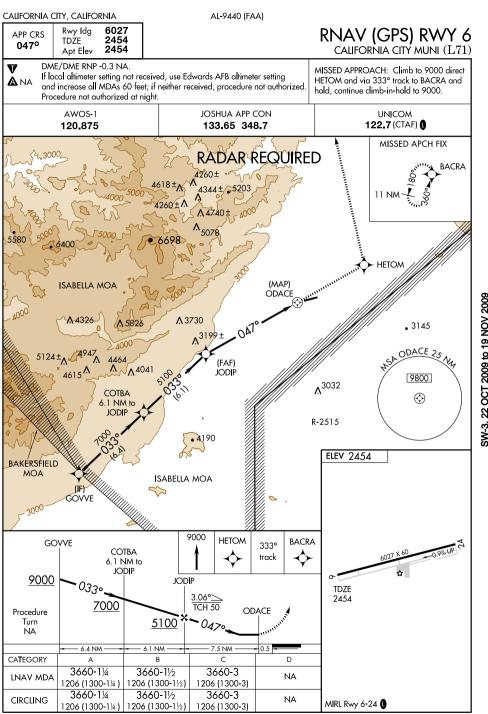
(VNY7.VNY) 07298 BURBANK/BOB HOPE (BUR) VAN NUYS SEVEN DEPARTURE SL-67 (FAA) BURBANK, CALIFORNIA CLNC DEL NOTE: Minimum climb requirement is: 118.0 348.6 Take-offs Rwv 15: 340' per NM to 2500' MSL. SOCAL DEP CON AVENAL Take-offs Rwy 26: 250' per NM to 3300' for FILLMORE 124.6 298.85 117.1 AVE :---Transition. Chan 118 4000 N35°38.82′-W119°58.72′ Take-offs Rwy 33: 365' per NM to 1500' MSL. R-086 266 L-3-7, H-4 Take-offs all Rwys: 360' per NM to 4100 for AVENAL (25) and GORMAN Transitions. Take-offs all Rwys require a climb to 360' per NM to 7500' for the PALMDALE and DAGGETT Transitions. **COREZ** N35°33.40′ W119°29.03' (TIJDA) PALMDALE N34°40.40′ 114.5 PMD === W117°46.43' Chan 92 **CASTA** 12000 R-239 **GORMAN** N34°37.88′-W118°03.83′ N34°31.97′ 116.1 GMN ==" 059° W118°43.60′ L-3-4-7, H-4 Chan 108 9000 (62) 8300 N34°48.24′-W118°51.68′ 065 L-3-4-7, H-4 (15)**TWINE** DAGGETT N34°18.58′ 113.2 DAG ==: R-021 W118°36.99′ Chan 79 N34°57.75′-W116°34.69′ 1000 R-08> L-7. H-4 046 **LANGE** N34°22.98′ W118°27.63′ VAN NUYS **FILLMORE** 113.1 VNY :: Chan 78 112.5 FIM :: R-046 Chan 72 N34°13.41′-W118°29.50′ N34°21.40′ 5000 5000 2000 W118°52.88' 255 Suana L-3-4-7, H-4 (4)N34°13.39′ **IPIHO** W118°43.24' N34°13.40′ 4700 W118°34.44' **VENTURA** LOS ANGELES 113.6 LAX :=:: 108.2 VTU ∺ 🗀 Chan 83 Chan 19 NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 8: Turn right heading 210° as soon as practicable after take-off. Expect vector to VNY VOR/DME. Thence via (transition) or (assigned route). NOTE: Runway 8 departures not authorized when weather conditions are less than 2100' ceiling and 3 miles prevailing visibility. TAKE-OFF RUNWAY 15: Turn right heading 210° as soon as practicable after take-off. Expect vector to VNY VOR/DME, then via (transition) or (assigned route). TAKE-OFF RUNWAY 26: Turn right heading 290° as soon as practicable after take-off for vector to VNY VOR/DME, then via (transition) or (assigned route). TAKE-OFF RUNWAY 33: Turn left heading 270° as soon as practicable after take-off for vector to VNY VOR/DME, then via (transition) of (assigned route). **AVENAL TRANSITION (VNY7.AVE)** DAGGETT TRANSITION (VNY7.DAG) FILLMORE TRANSITION (VNY7.FIM) GORMAN TRANSITION (VNY7.GMN) PALMDALE TRANSITION (VNY7.PMD)

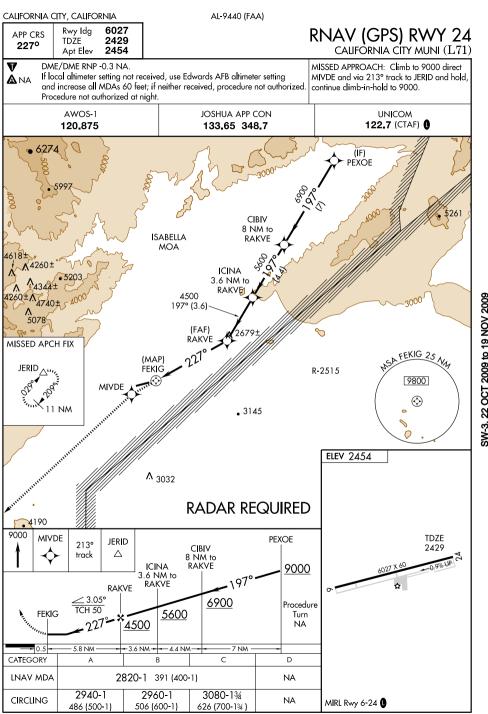
22 OCT 2009 to 19 NOV 2009

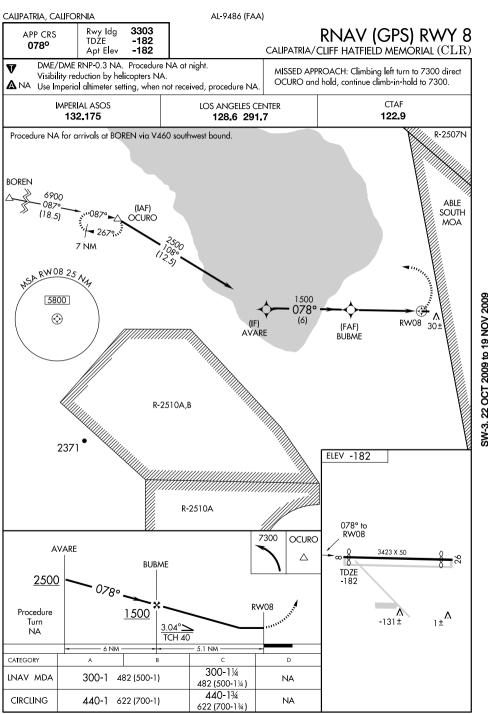


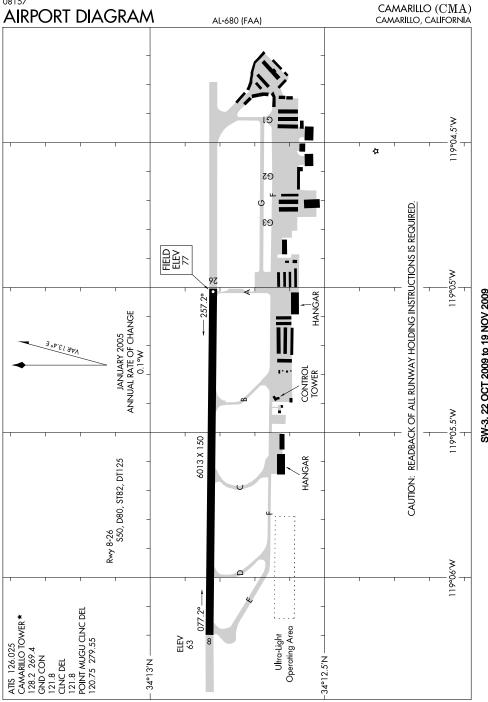
BYRON, CALIFORNIA AL-9141 (FAA) WAAS Rwy Ida 4500 RNAV (GPS) RWY 30 APP CRS CH 65902 TDŹE 55 300° BYRON (C83) Apt Elev 79 W30A V Circling to Rwy 5, 12 NA at night. Circling NA SW of Rwy 12-30. If local altimeter setting not received, use Stockton Metropolitan altimeter setting and increase all DA/MDAs 60 feet. MISSED APPROACH: Climb to 3000 direct ROGOY and right turn via 030° track to HOXAV and right turn W via 120° track to HAIRE and hold, continue DME/DME RNP-0.3 NA. climb-in-hold to 3000. VDP NA when using Stockton Metropolitan altimeter setting. AWOS-3 NORCAL APP CON UNICOM 123,775 123.85 278.3 123.05 (CTAF) 0 NSA RW 30 25 Ny HOXAV 5600 **(** Procedure NA for arrivals at SHARR via V195 northeast bound. **∧** 3580 Λ ROGOY 3901 SW-2 22 OCT 2009 to 19 NOV 2009 RW30 (IAF) 2600. CUDUG SHARR 2.9 NM to RW30 1103 2400 1702 1187<u>^</u> **∧** 981 (FAF) (ion ↑ 941 1262 BABP 479±∧ 1224 <sup>1174</sup>∧ **∧** 1665 ± Λ 1300 (IF) 1752 A EKIÝU **∆** 2004 79 Λ 1463 **ELEV** 1806 🔨 R-2531 A&B 3000 HOXAV **ROGOY** VGSI and RNAV alidepath HAIRE not coincident. 120° 030° Δ track track Procedure Turn BARPI **FKIYU** \*LNAV only **CUDUG** NA 2.9 NM to \*1.1 NM to RW30 TDZE 2400 300° **RW30** ▶ RW30 2400 GS 3.00° 1000\* TCH 40 1.1 NM 1.8 NM 4.2 NM -5 NM -300° to CATEGORY C D RW30 IPV DA 305-1 250 (300-1) NA NA LNAV MDA 500-1 445 (500-1) REIL Rwy 30 ( 520-1 540-1 CIRCLING NA MIRL Rwys 5-23 and 12-30 1 441 (500-1) 461 (500-1)

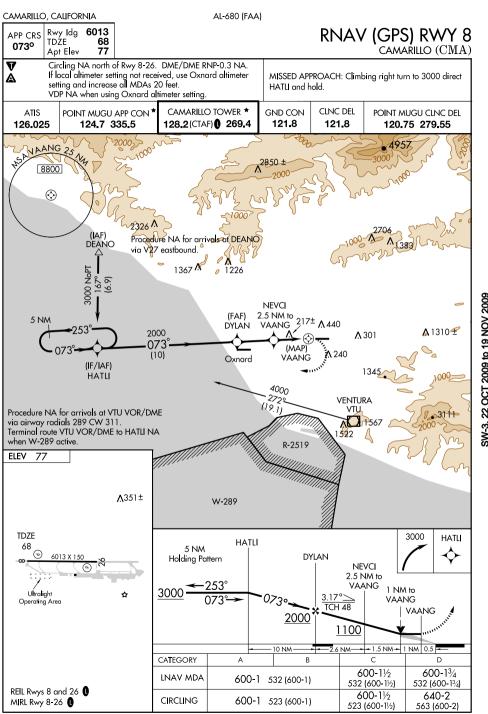












CAMARILLO, CALIFORNIA APP CRS

MIRL Rwy 8-26 (

6013 Rwy Ida TDŹE 77 Apt Elev 77

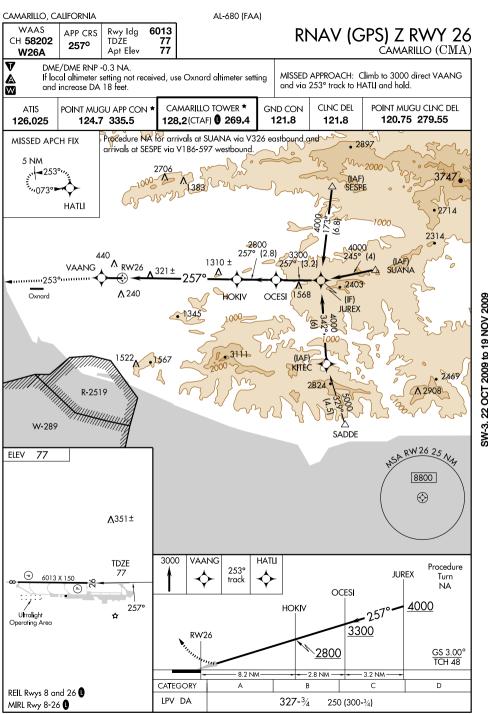
# RNAV (GPS) Y RWY 26 CAMARILLO (CMA)

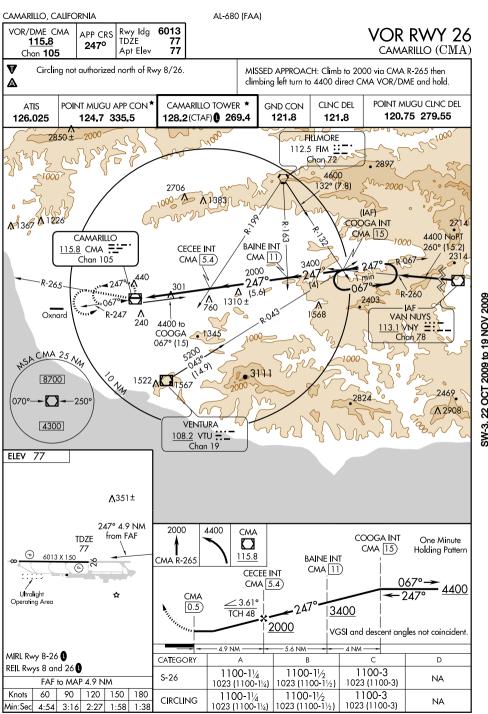
543 (600-1½)

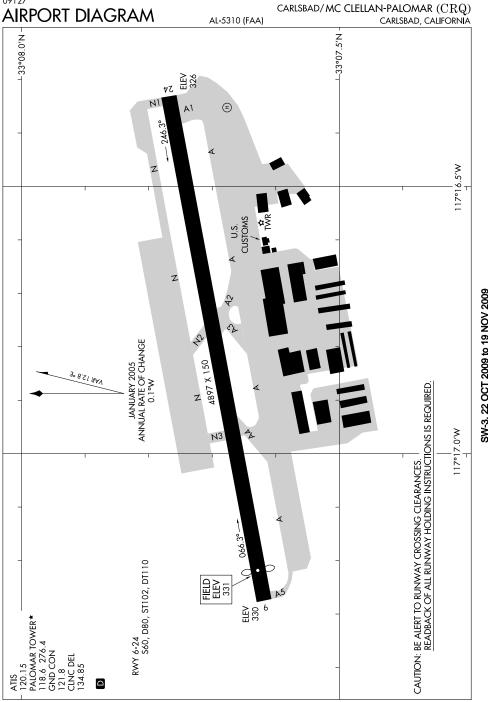
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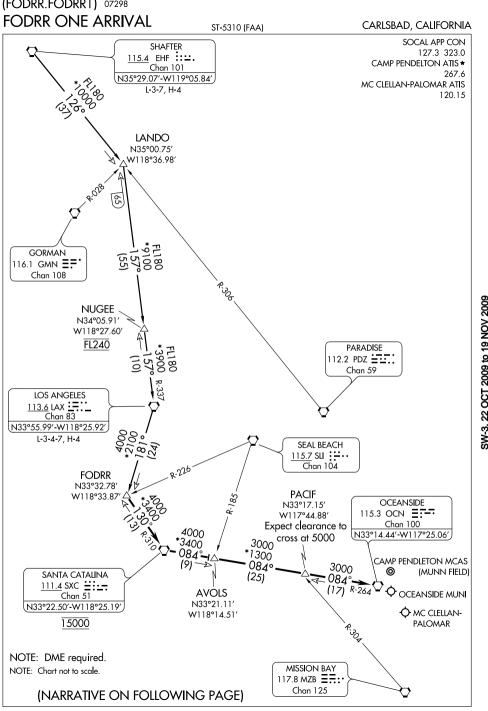
22 OCT 2009 to 19 NOV 2009

2520 Circling NA north of Rwy 8-26. DME/DME RNP-0.3 NA. V MISSED APPROACH: Climb to 3000 direct LECIK and via 254° If local altimeter setting not received, use Oxnard altimeter A setting and increase all MDAs 20 feet. track to HATLL and hold VDP NA when using Oxnard altimeter setting. CLNC DEL CAMARILLO TOWER \* POINT MUGU CLNC DEL POINT MUGU APP CON \* GND CON **ATIS** 120.75 279.55 126.025 124.7 335.5 128.2 (CTAF) 0 269.4 121.8 121.8 MISSED APCH FIX Procedure NA for arrivals at SUANA via V326 eastbound and • 289 arrivals at SESPE via V186-597 westbound 5 NM **■**253°·· ،0230س HATL Λ1226 (IF) (MAP) 2314 CUCAV NACIC (FAF) WAVVS 4 NM to AHIYI JEZZĖ 440 WAAVS 4000 **IFCIK** 2629 (4.2) .....254°...... 2800 Λ 240 1499± A 1568 Oxnard 252° (2.8) 1345 1522 2824 2908 R-2519 LSA WAVVS 25 NA W-289 SADDE 8800 77 **ELEV**  $\Diamond$ ∧351± 3000 VGSI and descent angles not coincident. 252° to LECIK HATL 254° WAVVS TDZE track NACIC 77 AHIYI \*1720 when using Oxnard **JEZZE** altimeter setting **CUCAV** 4000 4 NM to 1.1 NM to Uİtralight WAVVS WAVVS Operating Area 3300 ≤3.30° **WAVVS** Procedure 2800 TCH 48 Turn NA 1700\* 0.5 -1.1--2 9 NM 3.2 NM 2.8 NM 3.5 NM CATEGORY D Α 620-11/2 620-13/4 LNAV MDA 620-1 543 (600-1) 543 (600-11/2) 543 (600-134) REIL Rwys 8 and 26 1 620-11/2 640-2 CIRCLING 620-1 543 (600-1)

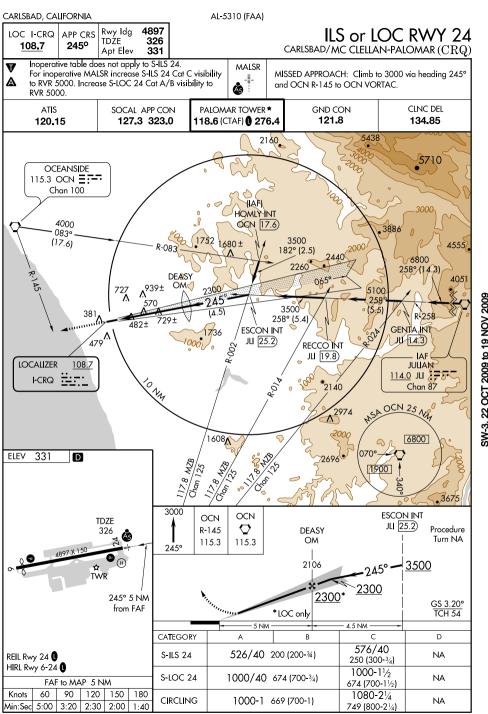


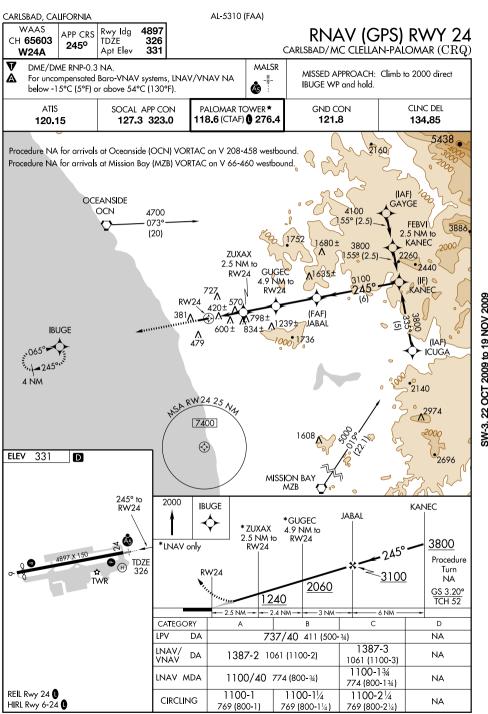


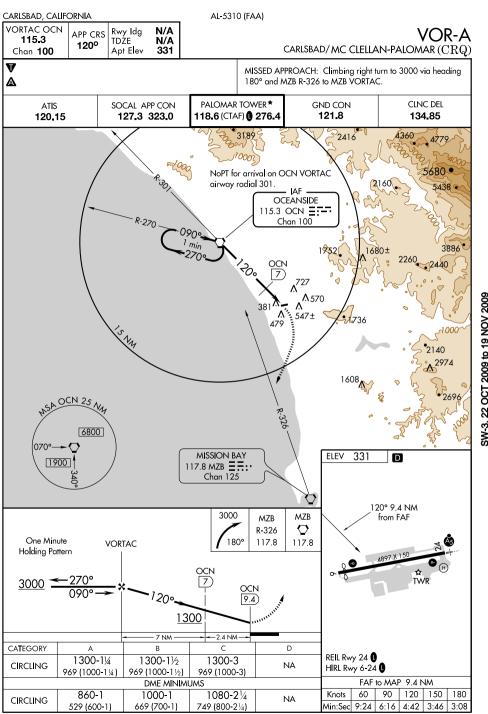


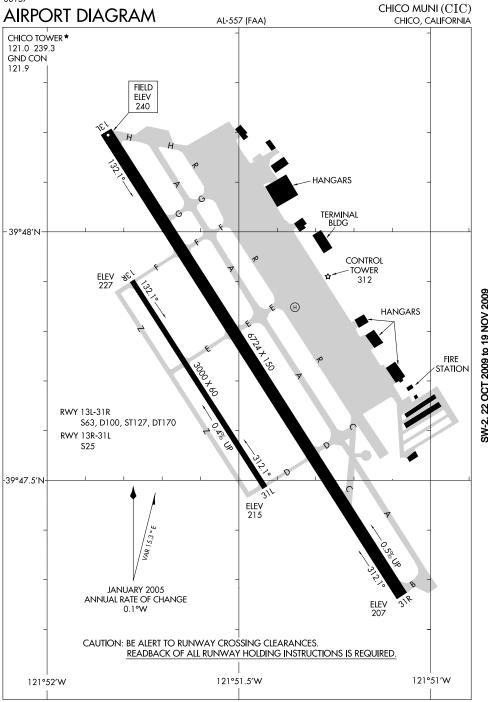


(FODRR.FODRR1) 07298 FODRR ONF ARRIVAL CARLSBAD, CALIFORNIA ST-5310 (FAA) ARRIVAL ROUTE DESCRIPTION LOS ANGELES TRANSITION (LAX.FODRR1): From over LAX VORTAC via LAX R-181 to FODRR INT/DME FIX. Thence.... SHAFTER TRANSITION (EHF.FODRR1): From over EHF VORTAC via EHF R-126 and LAX R-337 to LAX VORTAC, then via LAX R-181 to FODRR INT/DME FIX. Thence.... ....From over FODRR INT/DME FIX via SXC R-310 to SXC VORTAC, cross SXC VORTAC at 15000, then via SXC R-084 to AVOLS INT/DME FIX, then via SXC R-084 and OCN R-264 to PACIF INT/DME FIX, then via OCN R-264 to OCN VORTAC. Thence.... ....LANDING CARLSBAD/MC CLELLAN-PALOMAR: From over OCN VORTAC expect the ILS or LOC RWY 24 approach. SW-3, 22 OCT 2009 to 19 NOV 2009 ....LANDING CAMP PENDLETON MCAS (MUNN FIELD): From over OCN VORTAC expect the VOR/DME or TACAN RWY 21 approach. ....LANDING OCEANSIDE MUNI: From over OCN VORTAC expect the VOR-A approach.





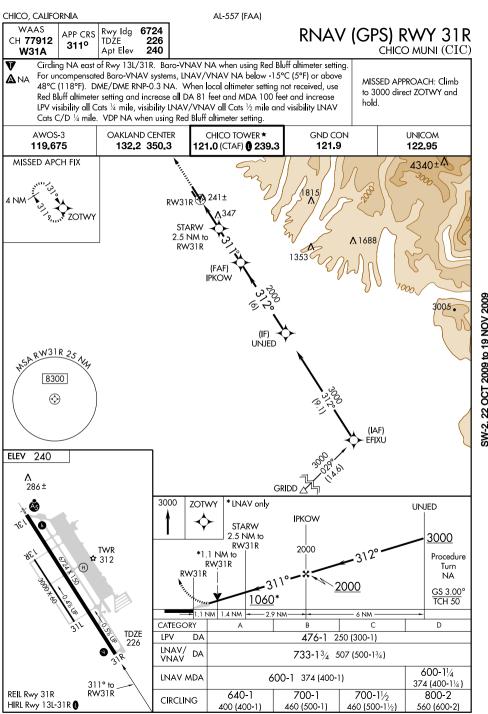


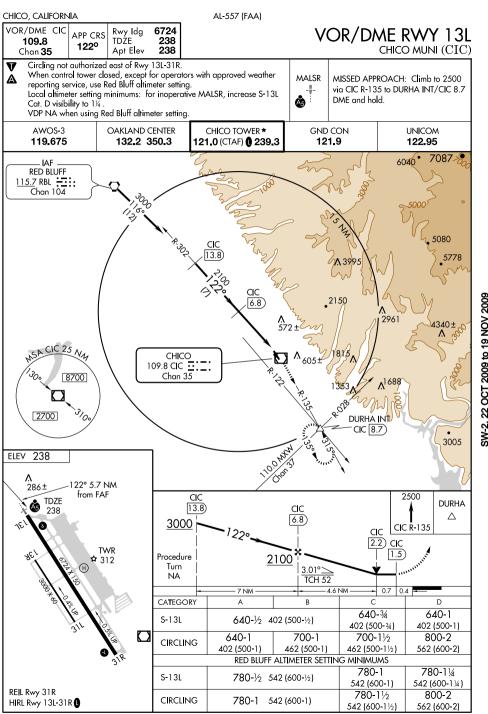


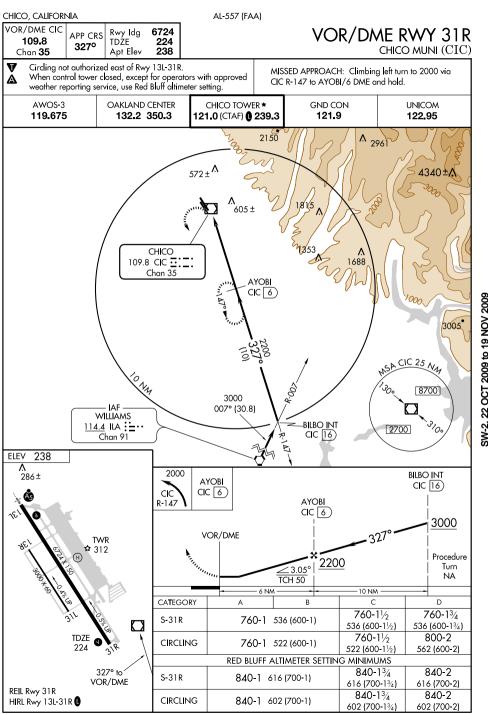
(GONGS1.GONGS) 09127 CHICO MUNI (CIC) GONGS ONE DEPARTURE SL-557 (FAA) CHICO, CALIFORNIÁ AWOS-3 RED BLUFF CHICO 119.675 115.7 RBL :::: 109.8 CIC .... GND CON Chan 104 Chan 35 121.9 N40°05.93′ CHICO TOWER★ 121.0 (CTAF) W122°14.18′ OAKLAND CÉNTER L-2. H-3 132.2 44 238° 260 110 **GONGS** N39°44.60' W122°03.02′ **JINGO** N39°39.01' W122°00.12' MAXWELL 110.0 MXW .... **GRIDD** Chan 37 N39°19.65' N39°19.05′-W122°13.29′ W121°50.12' 1-2 R-070 MXW 99 POINT REYES 113.7 PYE :--=: SACRAMENTO Chan 84 115.2 SAC :::\_\_. WILLIAMS N38°04.79′-W122°52.07′ 114.4 ILA **:≒…** Chan 99 L-2-3, H-3 N38°26.62′-W121°33.10′ Chan 91 N39°04.27′-W122°01.63′ L-2-3, H-3 NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 13L/R: Turn right heading 260° within 1 NM of take-off; intercept CIC R-238 to GONGS INT. Thence.... TAKE-OFF RUNWAYS 31L/R: Turn left heading 210° within 1 NM of take-off; intercept CIC R-238 to GONGS INT. Thence.... ....via (transition) or (assigned route). MAXWELL TRANSITION (GONGS1.MXW): From over GONGS INT via MXW R-359 to MXW VORTAC. POINT REYES TRANSITION (GONGS1.PYE): From over GONGS INT via MXW R-359 to MXW VORTAC; then via MXW R-184 and PYE R-005 to PYE VORTAC. RED BLUFF TRANSITION (GONGS1.RBL): From over GONGS INT via RBL R-140 to RBL VORTAC. SACRAMENTO TRANSITION (GONGS1.SAC): From over GONGS INT via V23 and SAC R-329 to SAC VORTAC. WILLIAMS TRANSITION (GONGS1.ILA): From over GONGS INT via RBL R-140 and V195 to ILA VORTAC.

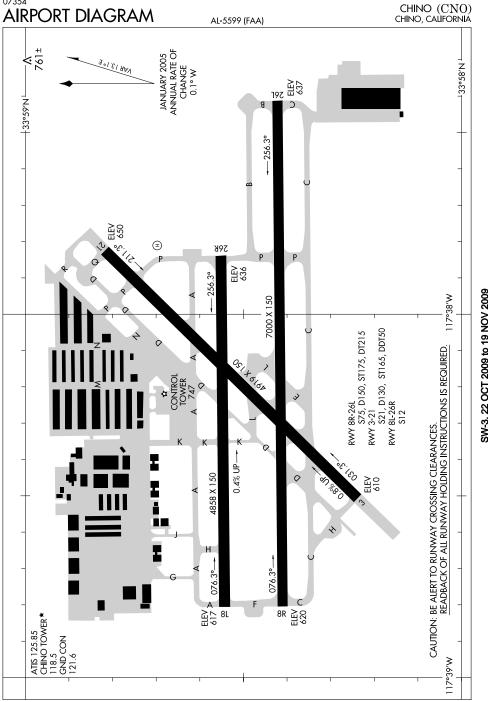
22 OCT 2009 to 19 NOV 2009

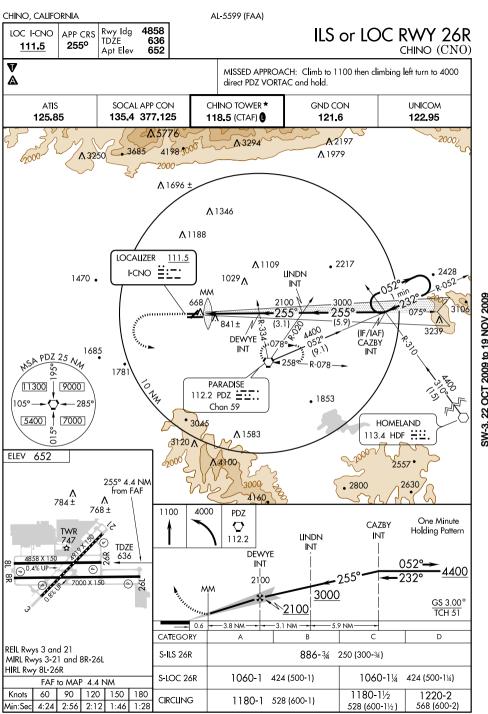
CHICO, CALIFORNIA AL-557 (FAA) ILS or LOC/DME RWY 13L 6724 Rwy Idg LOC I-CIC APP CRS TDŹE 240 1310 111.3 CHICO MUNI (CIC) Apt Elev 240 Circling NA east of Rwy 13L/31R. DME from CIC VOR/DME. V Simultaneous reception of I-CIC and CIC DME required.  $\mathbf{A}$  NA MALSR Visibility reduction by helicopters NA. When local altimeter setting not MISSED APPROACH: Climb to 3600 received, use Red Bluff Muni altimeter setting and increase all DA 81 via CIC VOR/DME R-133 to UNJED/ Å. feet and all MDA 100 feet. Inoperative table does not apply when using CIC 11.4 DME and hold, continue Chico Muni altimeter setting. For inoperative MALSR, when using Red climb-in-hold Bluff Muni altimeter setting S-LOC R13L Cat A/B inoperative table does not apply, for Cat C increase visibility 1/4 mile. OAKLAND CENTER CHICO TOWER★ AWOS-3 GND CON UNICOM 119.675 132.2 350.3 121.0 (CTAF) 0 239.3 121.9 122.95 Procedure NA for arrivals on Red Bluff VORTAC 7087 airway radials 122 CW 161. °6040 IAF -1000 Nop RED BLUFF 1050 115.7 RBL :-:: Chan 104 ZOTWY '!.e, CIC 14.6 RBL 11.8 2700 131° (6.1) 5778 SW-2, 22 OCT 2009 to 19 NOV 2009 (IAF) NORDE CIC 8.5 2150 **CUBUN** Λ 296 CIC 25 Ny 3600 to NORDE CIC 3.6 310° (8.5) 4340± 8300 CHICO 18/15/ 109.8 CIC ..... Chan 35 1688 2600 LOCALIZER 111.3 I-CIC 🚡 **ELEV 240** UNJED Λ 286± 3005 CIC [11.4) 131° 7.4 NM from FAF TDZE 240 DME REQUIRED R-133 3600 NORDE Remain UNJED TWR CIC (8.5) within 10 NM **☆** 312 CIC [11.4] CIC R-133 \* LOC only **CUBUN** CIC (3.6) 3600 CIC 2700 GS 3.00° \*1080 TCH 52 4.9 NM 2.5 NM CATEGORY Α S-ILS 13L 490-1 250 (300-1) S-LOC 13L 580-1 340 (400-1) REIL Rwy 31R 640-1 700-1 700-11/2 800-2 CIRCLING HIRL Rwy 13L-31R ( 400 (400-1) 460 (500-11/2) 460 (500-1) 560 (600-2)

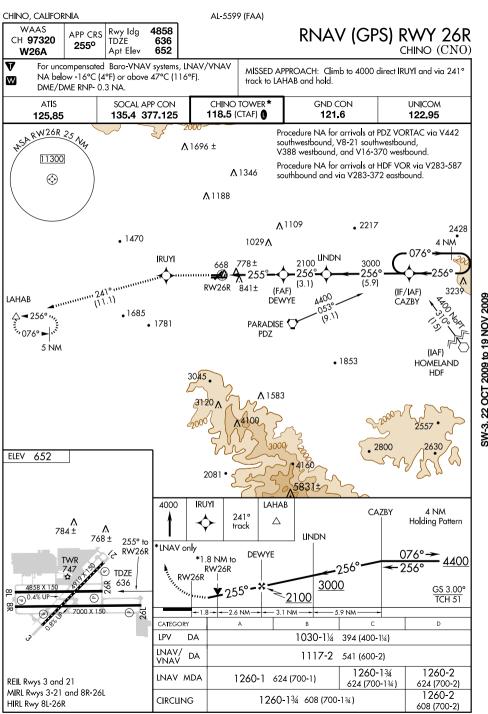


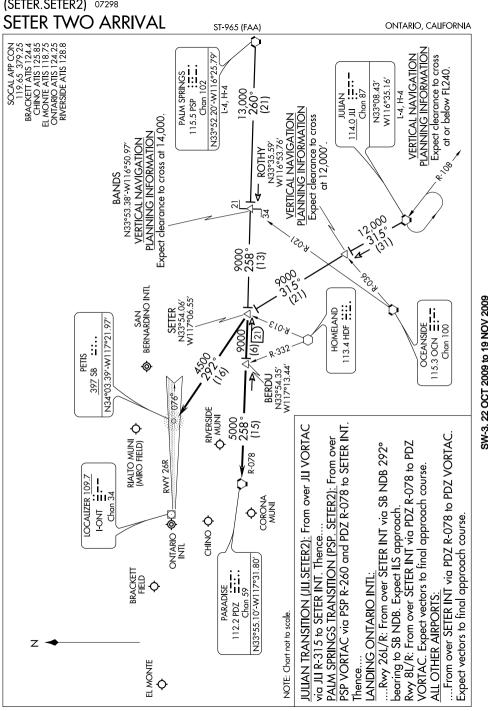


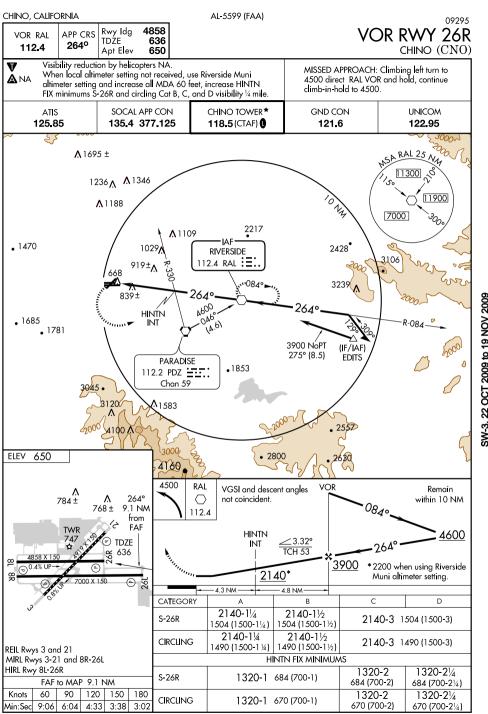


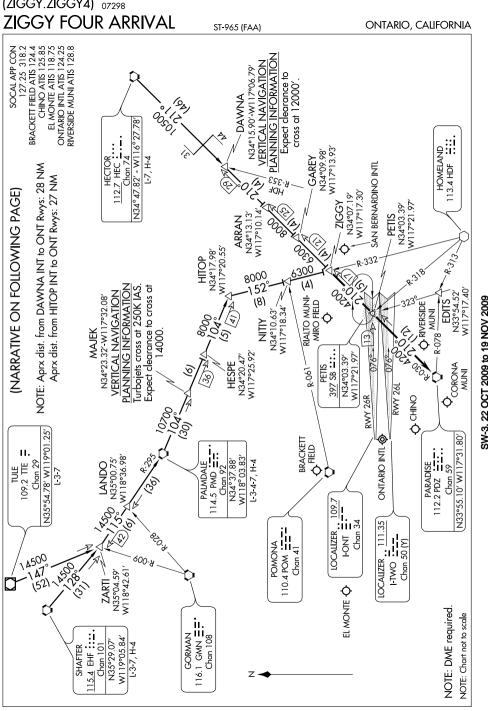












ZIGGY.ZIGGY4) 06159 ZIGGY FOUR ARRIVAL

ST-965 (FAA)

ONTARIO, CALIFORNIA

### ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.ZIGGY4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to ZIGGY INT. Thence . . . .

PALMDALE TRANSITION (PMD.ZIGGY4): From over PMD VORTAC via PMD

R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . . SHAFTER TRANSITION (EHF.ZIGGY4): From over EHF VORTAC via EHF R-128 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

TULE TRANSITION (TTE.ZIGGY4): From over TTE VOR/DME via TTE R-147 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to 7IGGY INT. Theorem

R-332 to ZIGGY INT. Thence . . . .

### LANDING ONTARIO INTL:

.... RWY 8L/R: From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.

. . . . RWY 26 L/R: From over ZIGGY INT via direct PETIS NDB or PDZ R-030 to PETIS INT; expect radar vectors for ILS approach.

## ALL OTHER AIRPORTS:

.... From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course

to final approach course.

<u>LOST COMMUNICATIONS:</u> For Rialto, California, NDB-A approach, proceed from PDZ VORTAC via PDZ R-078 to EDITS INT, maintain 4200'.

SW-3, 22 OCT 2009 to 19 NOV 2009

SW-2 22 OCT 2009 to 19 NOV 2009

Procedure

Turn

NA

D

NA

NA

2500

6 NM-

C

1440-3

1169 (1200-3) 1640-3

1368 (1400-3)

3.09°

TCH 40

4.9 NM -

1440-2 1169 (1200-2)

1440-2 1168 (1200-2)

1.8 NM

Α

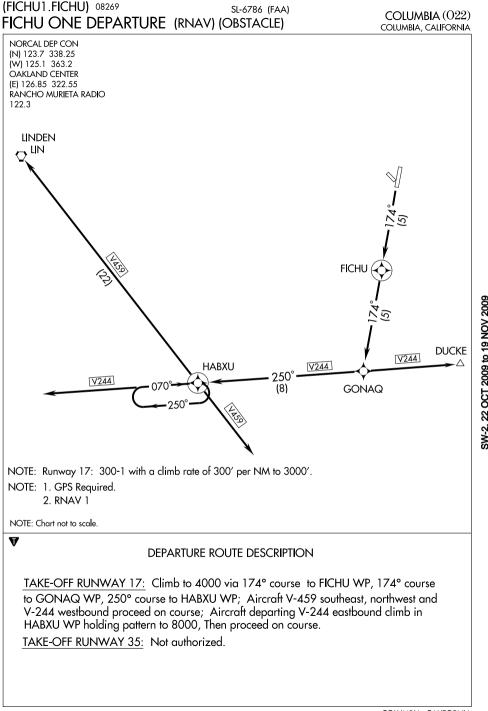
CATEGORY

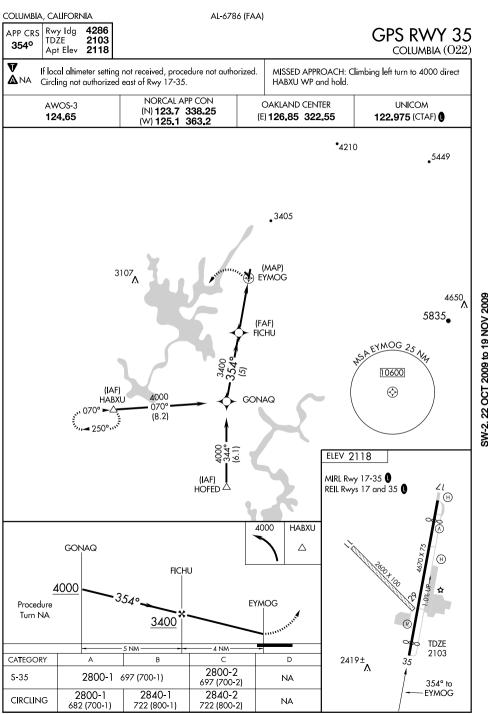
LNAV MDA

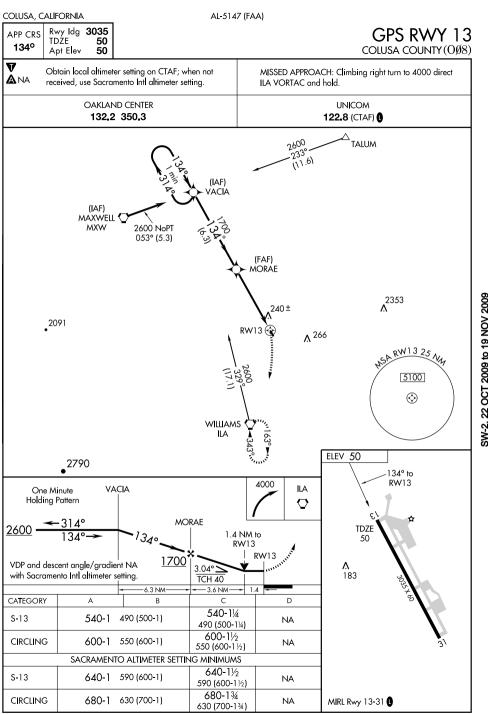
CIRCLING

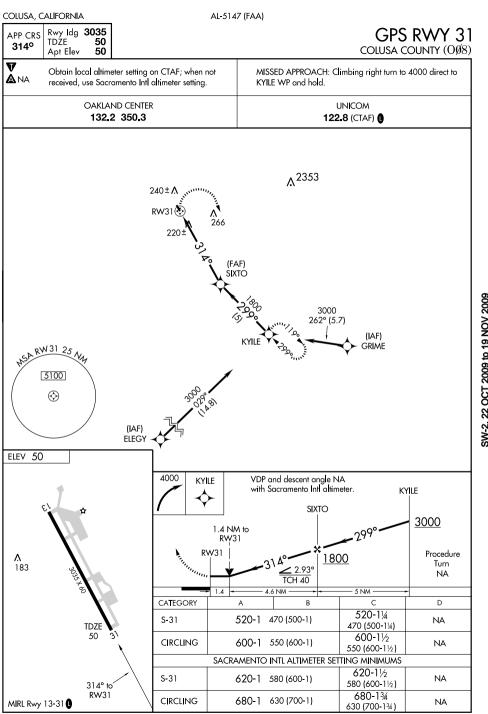
271

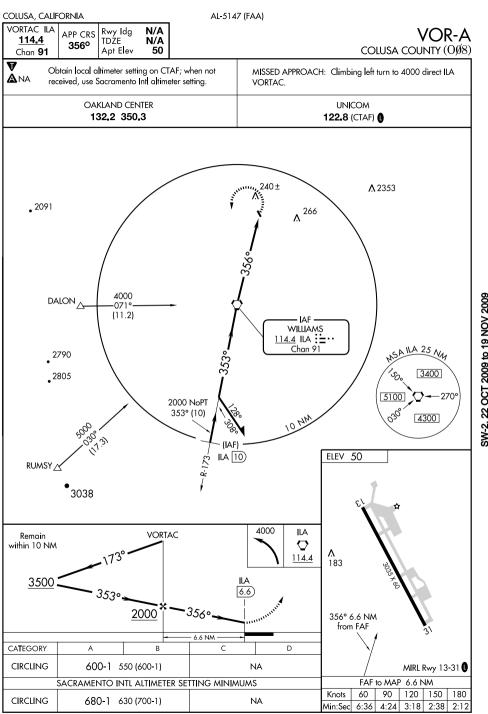
MIRL Rwy 14-32 0

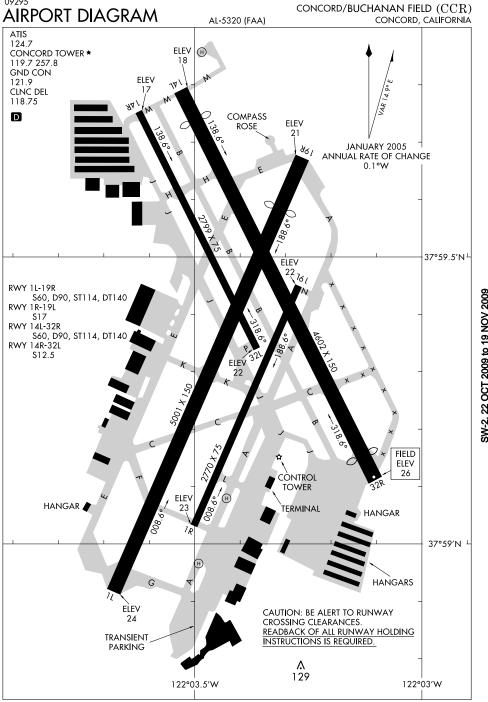


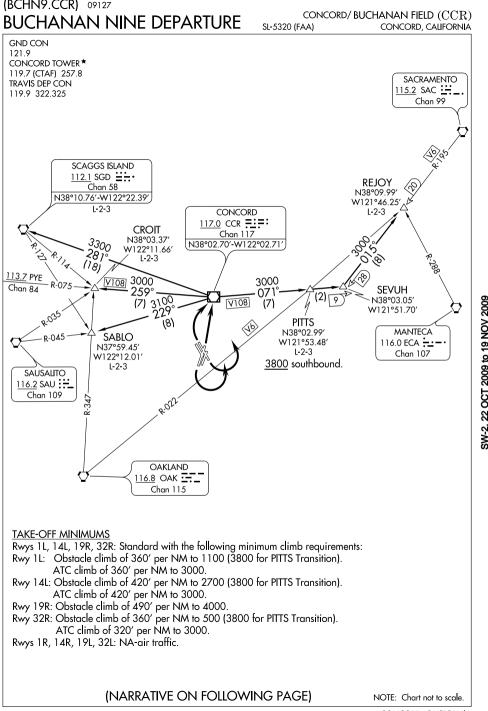












(BCHN9.CCR) 07354 CONCORD/BUCHANAN FIELD (CCR)BUCHANAN NINE DEPARTURE CONCORD, CALIFORNIA

SL-5320 (FAA)

V

### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1L: Climb direct CCR VOR/DME. Thence ....

TAKE-OFF RUNWAY 14L: Climbing left turn direct CCR VOR/DME. Thence ....

TAKE-OFF RUNWAY 19R: Climbing left turn direct CCR VOR/DME. Thence .... TAKE-OFF RUNWAY 32R: Climbing right turn direct CCR VOR/DME. Thence ....

....via (transition) or (assigned route).

CROIT TRANSITION (BCHN9.CROIT): From over CCR VOR/DME via CCR R-259 to CROIT INT.

PITTS TRANSITION (BCHN9.PITTS): From over CCR VOR/DME via CCR R-071 to PITTS INT.

REJOY TRANSITION (BCHN9.REJOY): From over CCR VOR/DME via CCR

centerline, up to 50' AGL/72' MSL.

R-071 and SAC R-195 to REJOY INT.

SABLO TRANSITION (BCHN9.SABLO): From over CCR VOR/DME via CCR R-229 to SABLO INT.

SCAGGS ISLAND TRANSITION (BCHN9.SGD): From over CCR VOR/DME via CCR R-281 to SGD VORTAC.

#### TAKE-OFF OBSTACLE NOTES Multiple trees and bushes beginning 675' from DER, 9' left of centerline, up to 48' AGL/98' MSL. Rwy 1L: Multiple poles, light poles and antennas on buildings beginning 639' from DER, 120' left of

Fence 117' from DER, 2' right of centerline, 12' AGL/29' MSL. Sian 1996' from DER, 812' left of centerline, 45' AGL/78' MSL. Flagpole 1520' from DER, 753' left of centerline, 40' AGL/71' MSL.

Rwy 14L: Multiple trees beginning 841' from DER, 61' left of centerline, up to 78' AGL/102' MSL.

Building 1071' from DER, 35' left of centerline, 30' AGL/58' MSL. Fence 225' from DER, 29' left of centerline, 12' AGL/33' MSL.

Rwy 19R: Multiple trees beginning 604' from DER, 82' left of centerline, up to 70' AGL/108' MSL. Light pole 1392' from DER, 749' right of centerline, 51' AGL/71' MSL. OL on building 2451' from DER, 911' left of centerline, 73' AGL/97' MSL.

Rwy 32R: Train 1 NM from DER, 1948' left of centerline, 23' AGL/102' MSL. OL on hopper 2110' from DER, 601' right of centerline, 79' AGL/99' MSL. OL on tank 1.1 NM from DER, 1426' right of centerline, 193' AGL/213' MSL.

Fence 123' from DER, 503' left of centerline, 6' AGL/30' MSL.

Flagpole 655' from DER, 300' right of centerline, 35' AGL/43' MSL. Sign 697' from DER, 248' right of centerline, 25' AGL/41' MSL. Road/vehicle 561' from DER, on centerline, 15' AGL/49' MSL.

Building 633' from DER, 246' left of centerline, 20' AGL/35' MSL. Tree 825' from DER, 635' left of centerline, 25' AGL/40' MSL.

TRMSN tower 6015' from DER, 1839' left of centerline, 145' AGL/173' MSL.

SW-2 22 OCT 2009 to 19 NOV 2009

(KANA2.KANA) 09127 CONCORD/ BUCHANAN FIELD (CCR) KANAN TWO DEPARTURE SL-5320 (FAA) CONCORD. CALIFORNIÁ GND CON SACRAMENTO 121.9 115.2 SAC <u>:--</u>\_ CONCORD TOWER \* Chan 99 119.7 (CTAF) 257.8 N38°26.62′-W121°33.10′ TRAVIS DEP CON L-2-3. H-3 119.9 322.325 SIDMY LINDEN N38°07.36' 114.8 LIN 🛅 IOM: W121°48.32′ Chan 95 R-177 KANAN N38°04.47′-W121°00.23′ 335 CC =:= CROIT L-2-3, H-3 N38°03.37' N38°02.78' 050° W122°11.66′ W122°02.01 2000 L-2-3 (12) 4000 V108 113.7 PYE 071° Chan 84 R-075 R-251 3700 \*3100 (32)071 257° R-071 (17)CCR (8) 0004 OAKEY CONCORD N38°03.40' 117.0 CCR =:=: W121°40.31′ 116.2 SAU Chan 117 SW-2 22 OCT 2009 to 19 NOV 2009 Chan 109 MANTECA 116.0 ECA :----R-045 Chan 107 SABLO N37°50.02′-W121°10.28′ N37°59.45' L-2-3, H-3 R-347 W122°12.01′ 1-2-3 TAKE-OFF MINIMUMS Rwys 1L/1R, 14L/14R, 19L/19R, 32L/32R, standard with the OAKLAND following minimum climb gradients: 116.8 OAK ... Rwys 1L/1R: Obstacle climb of 354' per NM to 1200 Chan 115 Rwy 14L: Obstacle climb of 400' per NM to 2200. Rwy 14R: Obstacle climb of 380' per NM to 2200. Rwys 19L/19R: Obstacle climb of 470' per NM to 3700. Rwys 32L/32R: Obstacle climb of 360' per NM to 1200. TAKE-OFF OBSTACLE NOTES Rwy 1L: Fence 117' from DER, on centerline, 12' AGL/29' MSL. Antenna on building 639' from DER, 382' right of centerline, 30'AGL/48' MSL. Multiple trees and bushes beginning 675' from DER, 97' left of centerline, up to 60' AGL/83' MSL. Light pole 1362' from DER, 390' right of centerline, 40' AGL/65' MSL Camera 2962' from DER, 48' right of centerline, 75' AGL/96' MSL. Multiple trees and bushes beginning 1261' from DER, 100' right of centerline, up to 60' AGL/78' MSL. Flagpole 1520' from DER, 753' left of centerline, 40' AGL/71' MSL. Sign 1996' from DER, 812' left of centerline, 45' AGL/78' MSL. Pole 1907' from DER, 120' left of centerline, 50' AGL/72' MSL. Rwy 1R: Tree 1927' from DER, 483' right of centerline, 65' AGL/131' MSL. Tree 1948' from DER, 222' right of centerline, 65' AGL/104' MSL. Pole 1552' from DER, 98' right of centerline, 25' AGL/67' MSL. Pole 1865' from DER, 358' right of centerline, 45' AGL/96' MSL. (NOTES CONTINUED ON THE FOLLOWING PAGE) NOTE: ADF Required (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

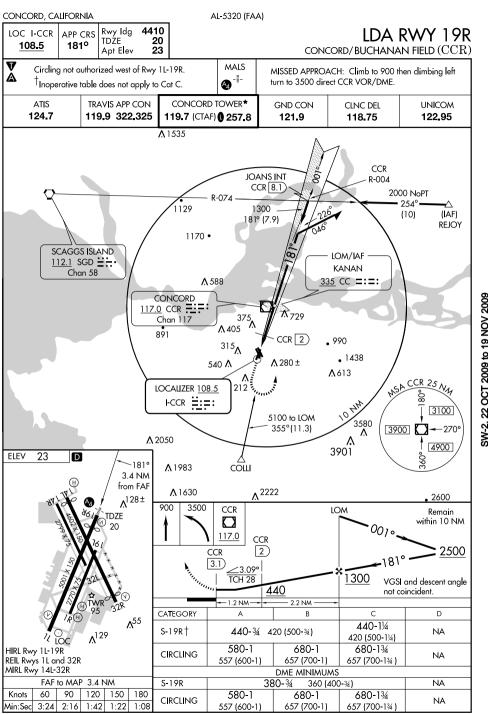
(KANA2.KANA) 06159 CONCORD/BUCHANAN FIELD (CCR) KANAN TWO DEPARTURE SL-5320 (FAA) CONCORD, CALIFORNIA V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 1L/R: Climb direct CC LOM. Thence.... TAKE-OFF RUNWAYS 14L/R: Climbing left turn direct CC LOM. Thence.... TAKE-OFF RUNWAYS 19L/R: Climbing left turn direct CC LOM. Thence.... TAKE-OFF RUNWAYS 32L/R: Climbing right turn direct CC LOM. Thence.... ....via (transition) or (assigned route). CROIT TRANSITION (KANA2.CROIT): From over CC LOM via CC 257° bearing to CROIT INT. LINDEN TRANSITION (KANA2.LIN): From over CC LOM via CC 071° bearing and LIN R-251 to LIN VORTAC. MANTECA TRANSITION (KANA2.ECA): From over CC LOM via CC 071° bearing and ECA R-283 to ECA VORTAC. SABLO TRANSITION (KANA2.SABLO): From over CC LOM via CC 230° bearing to SABLO INT. SACRAMENTO TRANSITION (KANA2.SAC): From over CC LOM via CC 050° bearing and SAC R-195 to SAC VORTAC. TAKE-OFF OBSTACLE NOTES (CONT) 22 OCT 2009 to 19 NOV 2009 Rwy 14L: Tree 1637' from DER, 328' right of centerline, 50' AGL/82' MSL. Tree 1496' from DER, 474' right of centerline, 55' AGL/84' MSL. Pole 1367' from DER, 275' right of centerline, 40' AGL/71' MSL. Tree 1332' from DER, 61' left of centerline, 65' AGL/81' MSL. Building 1071' from DER, 35' left of centerline, 30' AGL/58' MSL. Building 5548' from DER, 1870' left of centerline, 110' AGL/176' MSL. Obst light on building 5414' from DER, 100' left of centerline, 120' AGL/177' MSL. Tree 942' from DER, 388' left of centerline, 50' AGL/102' MSL. Tree 841' from DER, 177' left of centerline, 65' AGL/77' MSL. Fence 225' from DER, 29' left of centerline, 12' AGL/33' MSL. Rwy 14R: Obst light on airport beacon 1140' from DER, 315' right of centerline, 70' AGL/98' MSL. Antenna 3254' from DER, 1096' right of centerline, 110' AGL/136' MSL Obst light on windsock 412' from DER, 451' right of centerline, 35' AGL/51' MSL. Light 1281' from DER, 167' right of centerline, 45' AGL/69' MSL. Tree 2745' from DER, 887' left of centerline, 65' AGL/102' MSL. Building 3240' from DER, 1088' right of centerline, 55' AGL/129' MSL. Rwy 19L: Tree 2257' from DER, 28' left of centerline, 70' AGL/97' MSL. Tree 2132' from DER, 377' left of centerline, 70' AGL/90' MSL Tree 3112' from DER, 946' right of centerline, 70' AGL/106' MSL. Tree 2544' from DER, 384' right of centerline, 60' AGL/87' MSL. Rwy 19R: Fence 123' from DER, 503' left of centerline, 12' AGL/30' MSL. Multiple trees beginning 604' from DER, 489' right of centerline, up to 70' AGL/106' MSL. Light pole 1392' from DER, 749' right of centerline, 35' AGL/71' MSL. Obst light 2451' from DER, 911' left of centerline, 77' AGL/97' MSL. Multiple trees beginning 1276' from DER, 527' left of centerline, up to 70' AGL/108' MSL. Rwy 32L: Multiple lighted stacks/towers beginning 6617' from DER, 1926' right of centerline, up to 250' AGL/378' MSL. Hangar 259' from DER, 300' left of centerline, 25' AGL/37' MSL. Transmission tower 6015' from DER, 1338' left of centerline, 145' AGL/173' MSL. Road /vehicle 561' from DER, 504' right of centerline, 15' AGL/49' MSL. Building 633' from DER, 254' right of centerline, 15' AGL/35' MSL. Tree 825' from DER, 136' left of centerline, 25' AGL/40' MSL.

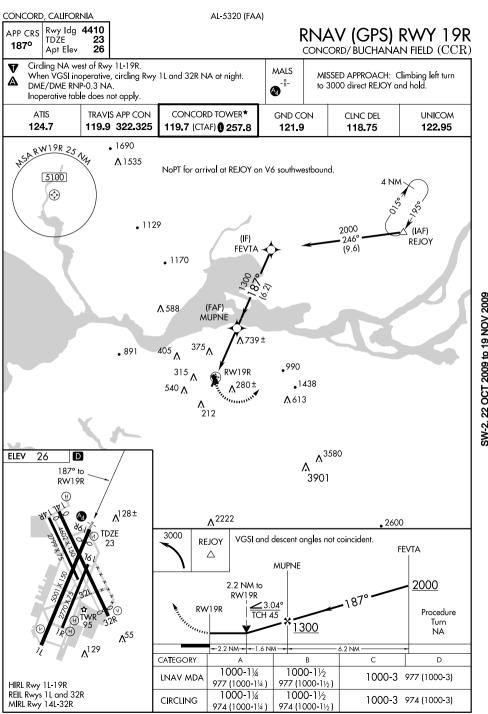
Rwy 32R: Multiple lighted stacks and buildings beginning 6617' from DER, 1426' right of centerline, up to 355' AGL/378' MSL.

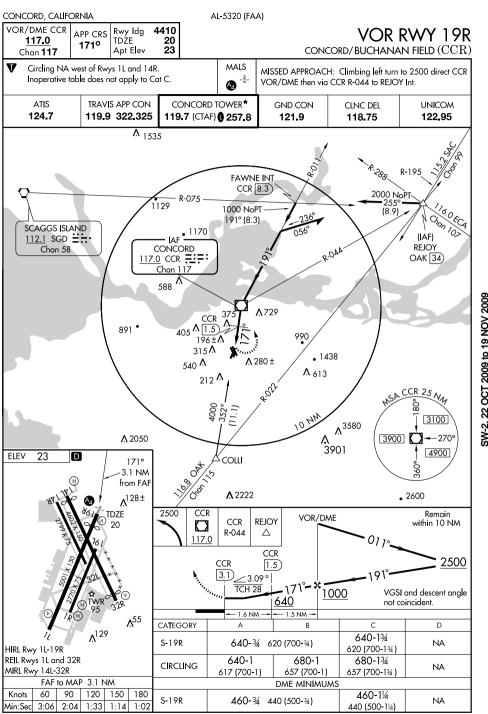
Flagpole 665' from DER, 300' right of centerline, 35' AGL/43' MSL. Building 633' from DER, 246' left of centerline, 20' AGL/35' MSL. Tree 825' from DER, 635' left of centerline, 25' AGL/40' MSL.

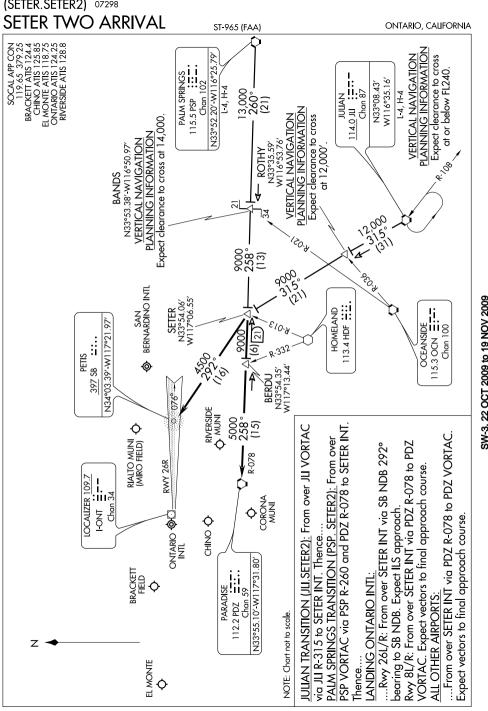
Sign 697' from DER, 248' right of centerline, 25' AGL/41' MSL. Road/vehicle 561' from DER, on centerline, 15' AGL/49' MSL.

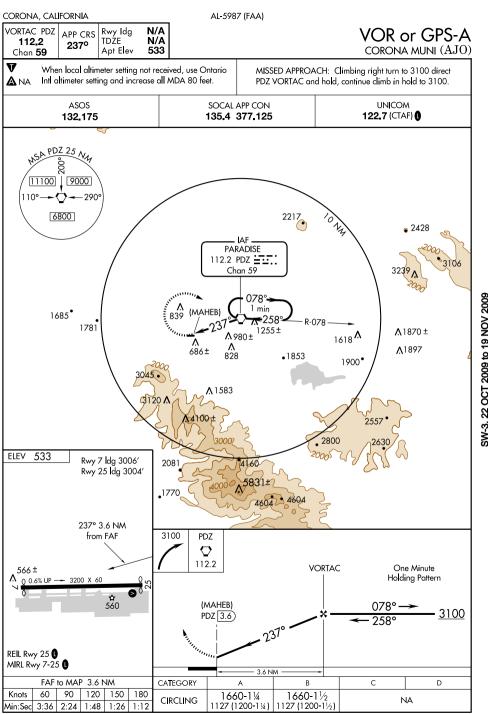
Transmission tower 6015' from DER, 1839' left of centerline, 145' AGL/173' MSL. Obst light on hopper 2110' from DER, 601' right of centerline, 79' AGL/99' MSL.

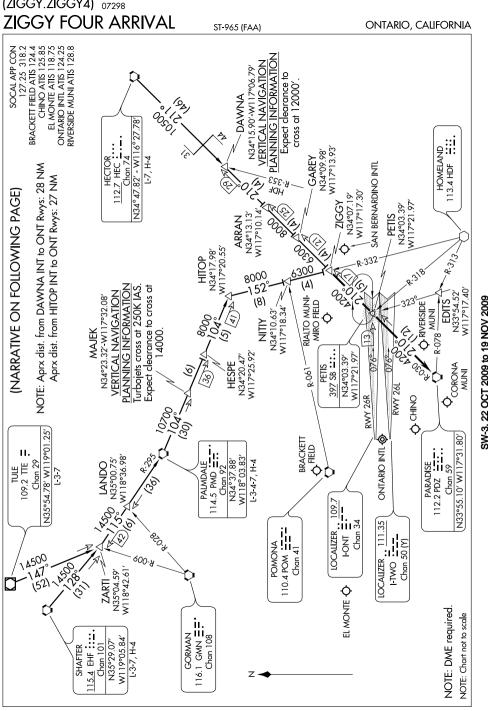












(ZIGGY.ZIGGY4) 06159 ZIGGY FOUR ARRIVAL

ST-965 (FAA)

ONTARIO, CALIFORNIA

## ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.ZIGGY4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to ZIGGY INT. Thence . . . .

PALMDALE TRANSITION (PMD.ZIGGY4): From over PMD VORTAC via PMD

R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . . SHAFTER TRANSITION (EHF.ZIGGY4): From over EHF VORTAC via EHF R-128 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

TULE TRANSITION (TTE.ZIGGY4): From over TTE VOR/DME via TTE R-147 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to 7IGGY INT. Theorem

R-332 to ZIGGY INT. Thence . . . .

## LANDING ONTARIO INTL:

.... RWY 8L/R: From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.

. . . . RWY 26 L/R: From over ZIGGY INT via direct PETIS NDB or PDZ R-030 to PETIS INT; expect radar vectors for ILS approach.

## ALL OTHER AIRPORTS:

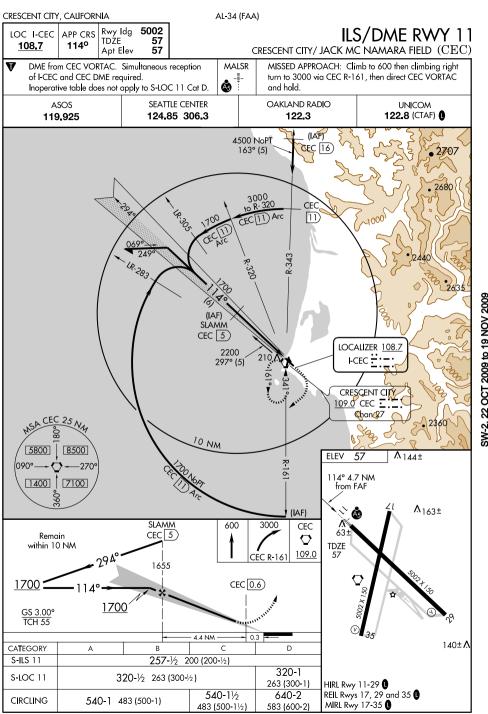
.... From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course

to final approach course.

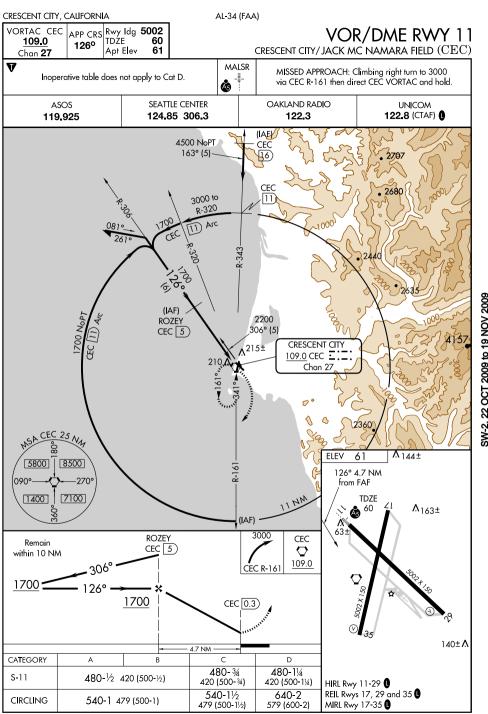
<u>LOST COMMUNICATIONS:</u> For Rialto, California, NDB-A approach, proceed from PDZ VORTAC via PDZ R-078 to EDITS INT, maintain 4200'.

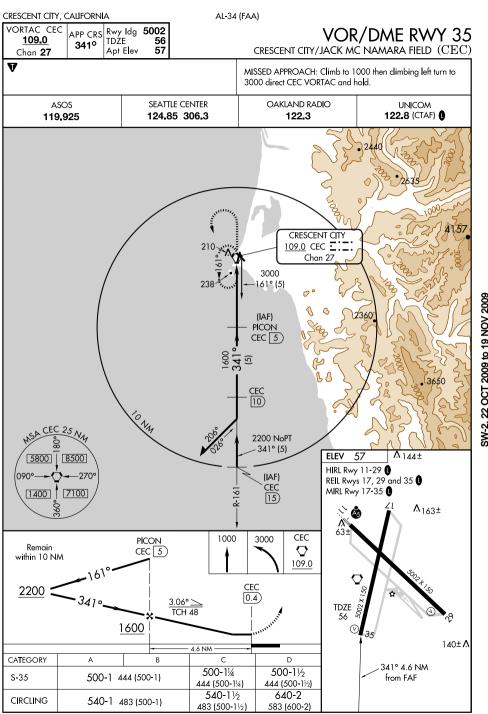
SW-3, 22 OCT 2009 to 19 NOV 2009

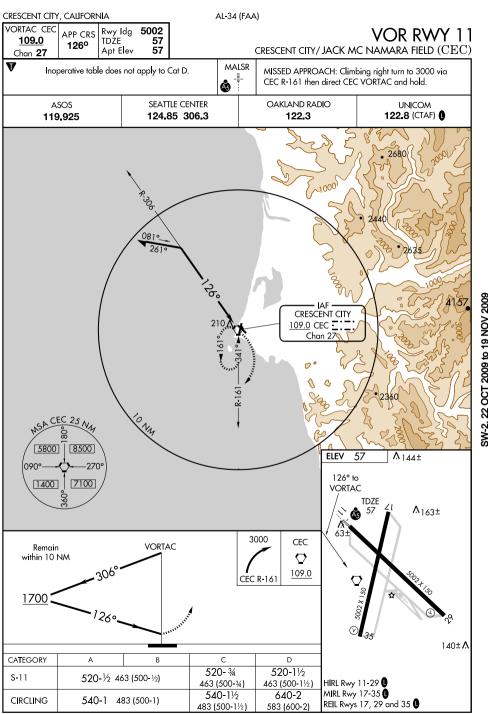
CRESCENT CITY, CALIFORNIA AL-34 (FAA) Rwy Idg 5002 GPS RWY 35 APP CRS TDŹE 56 354° CRESCENT CITY/ JACK MC NAMARA FIELD  $({
m CEC})$ 57 Apt Elev V MISSED APPROACH: Climbing left turn to 2400 direct CIGCA WP and hold. SEATTLE CENTER OAKLAND RADIO ASOS UNICOM 122.8 (CTAF) ( 119.925 124.85 306.3 122.3 CRESCENT CITY CEC RW35 238 2700 to Cigca 174° (10.4)-SW-2 22 OCT 2009 to 19 NOV 2009 (FAF) KAWIS 3650 (IAF) CIGCA SA RW 35 25 Ny ELEV 57 8600 HIRL Rwy 11-29 0  $\Diamond$ REIL Rwys 17, 29 and 35 0 MIRL Rwy 17-35 ( (IAF) ∧<sub>163±</sub> ANAJE 2400 CIGCA One Minute CIGCA Holding Pattern KAWIS 2400 354∘. **RW35** 3.00°> TCH 48 1700 TDZE 56 140± A 5 NM -5 NM -CATEGORY C D 500-11/4 500-11/2 354° to S-35 500-1 444 (500-1) 444 (500-11/4) 444 (500-11/2) RW35 640-2 540-11/2 CIRCLING 540-1 483 (500-1) 483 (500-11/2) 583 (600-2)

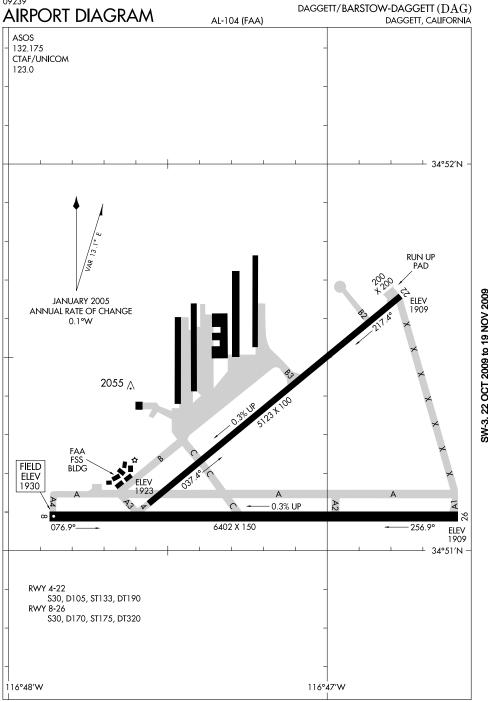


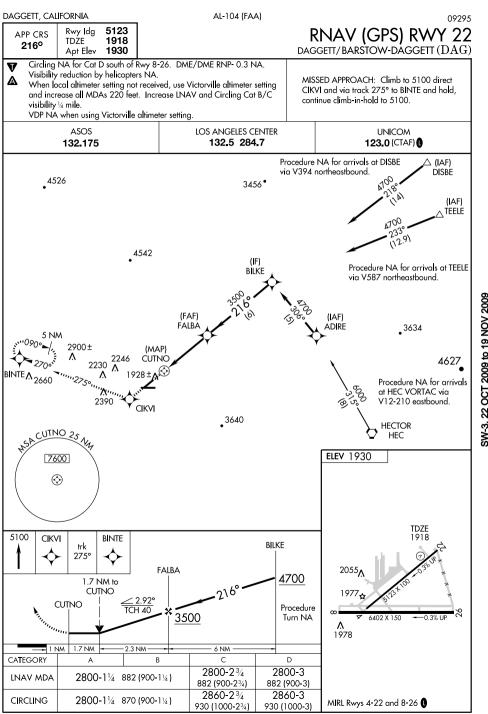
SW-2 22 OCT 2009 to 19 NOV 2009

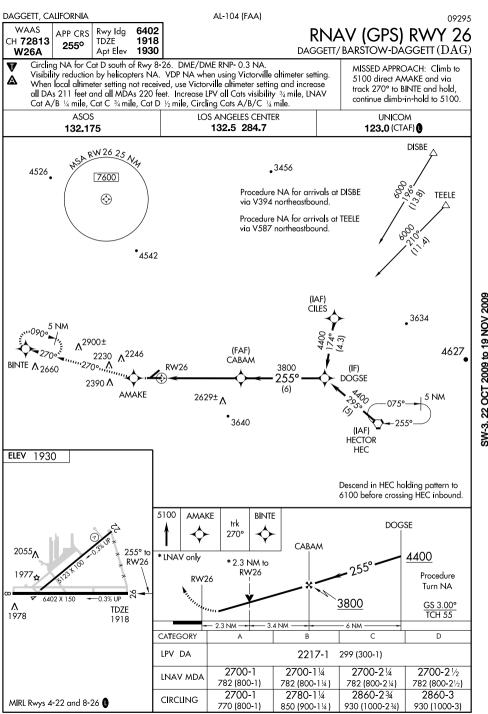


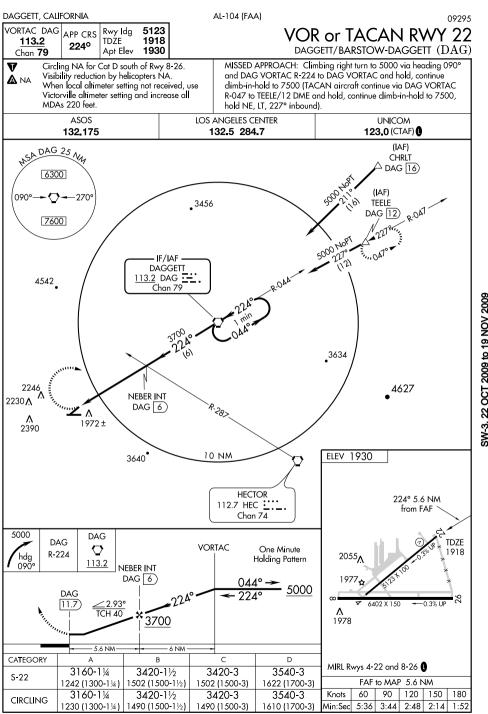


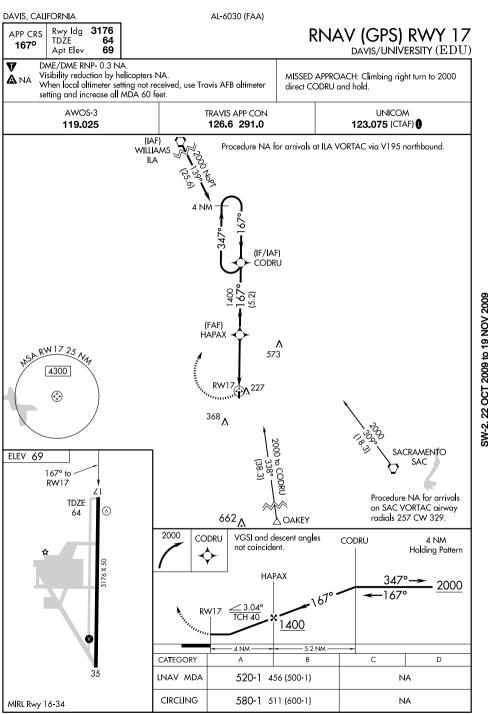


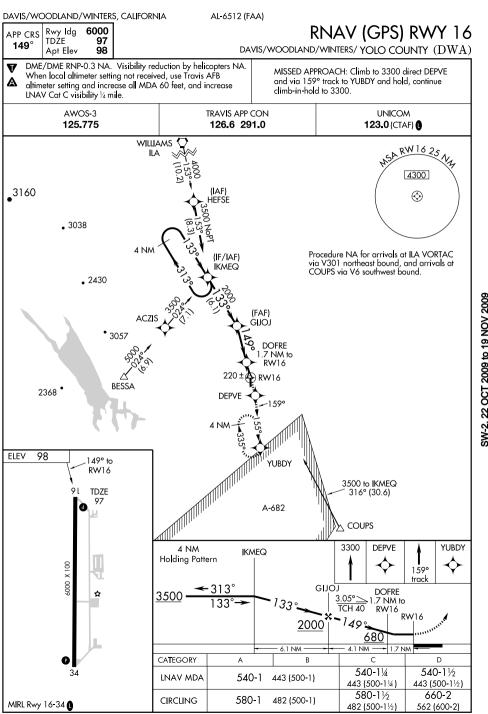




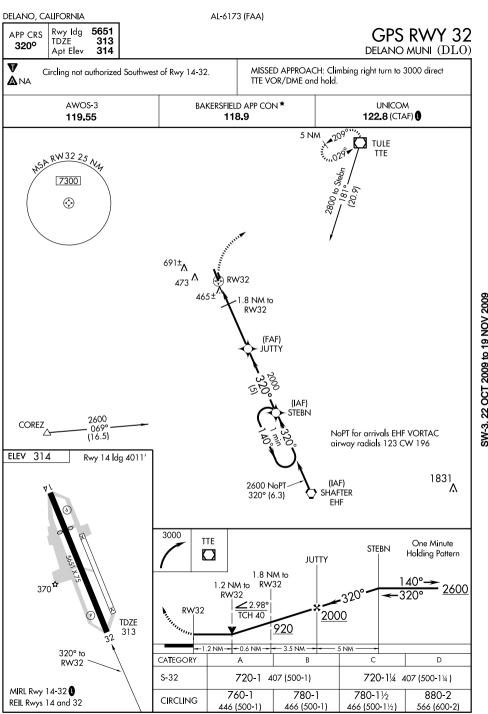


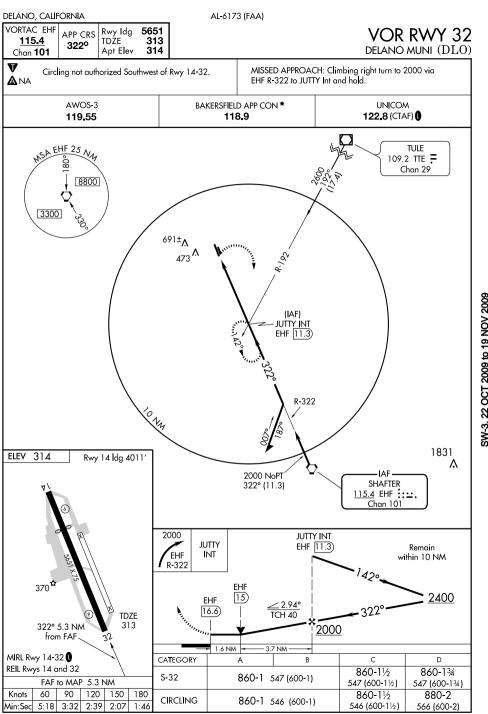


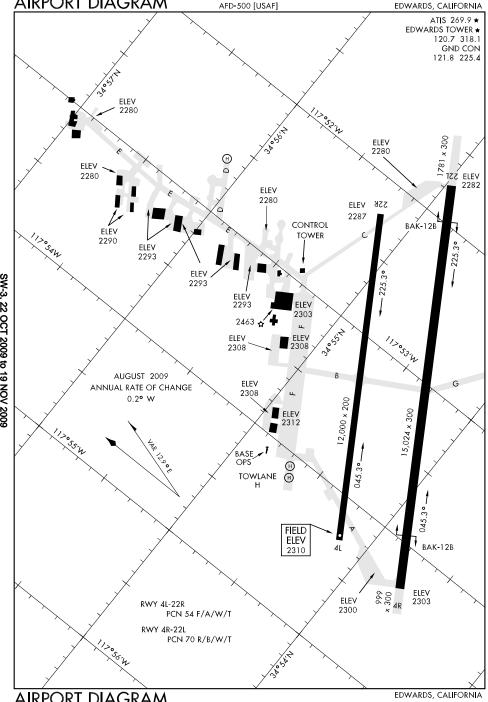


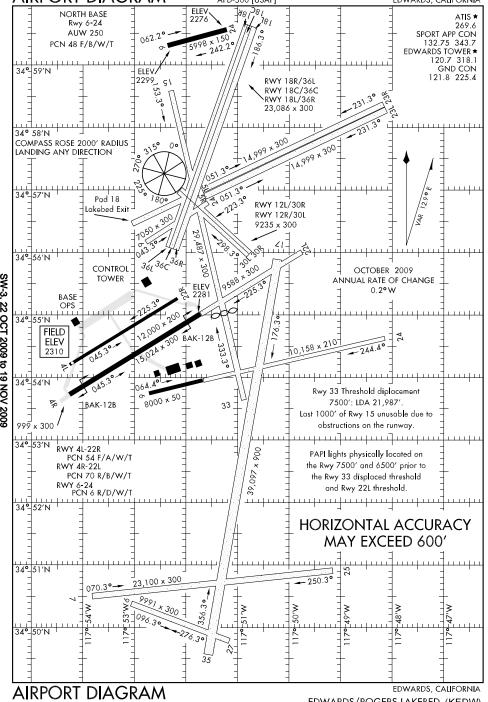


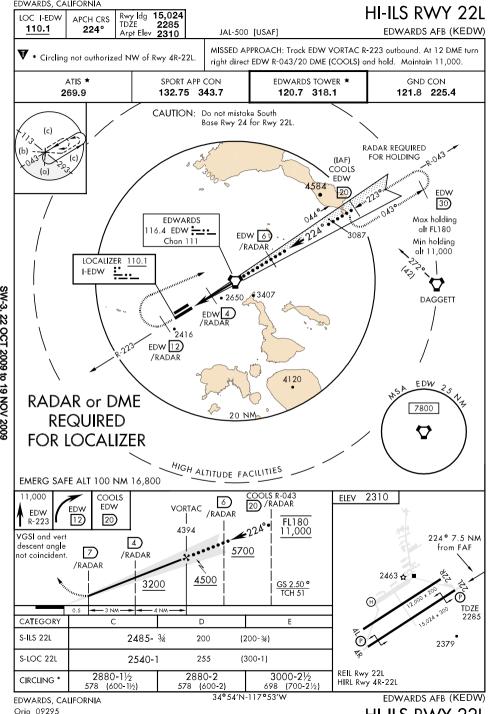
DAVIS/WOOD	LAND/WINTERS	,CALIFORNIA	AL-6512 (FA	•	
3340 IDZ	y Idg 6000 ZE 98 t Elev 98		DA'		NAV (GPS) RWY 34 /winters/ yolo county (DWA)
Visibility When loo altimeter	AE RNP-0.3 NA. reduction by helical altimeter settir setting and incred to a cand D visibi	ig not received, use ase all MDA 60 feet			CH: Climbing left turn to 3300 direct continue climb-in-hold to 3300.
	AWOS-3 <b>125.775</b>		TRAVIS APP CON <b>126.6 291.0</b>		UNICOM <b>123.0</b> (CTAF) <b>(</b>
Procedure NA and arrivals at	for arrivals at OA COUPS via V6 r	AKEY via V334-392 portheast bound.	southbound,	,	ASA JAMIV 25 NA
1			(MAP		4300
۸	2939		334°.	FAF) JBDY	
• 2259		A-682	(IF) MUXTY 4000 355° (3.9)	4000 267° (7.6)	(IAF) COUPS
		CONCORD CCR		OAKE	91 91
3300 YUE	JAMIV	YUBDY	334°	4000	0000 × 1000 ★
CATEGORY	A	3.06° TCH 40  B		Procedure Turn NA	TDZE 98 <b>1</b>
LNAV MDA CIRCLING	580-1 580-1	482 (500-1) 482 (500-1)	482 (500-1½) 580-1½ 482 (500-1½)	482 (500-1½) 660-2 562 (600-2)	MIRL Rwy 16-34 ()

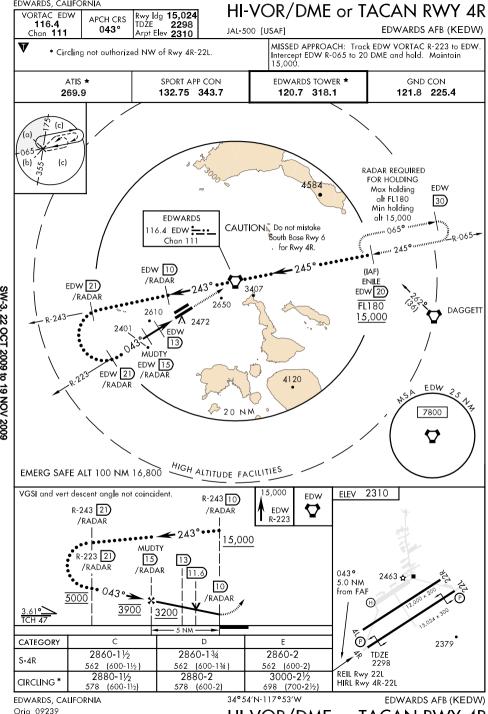


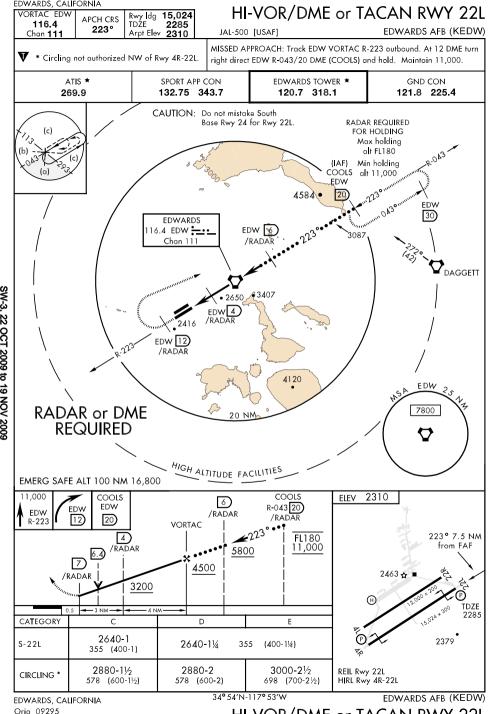


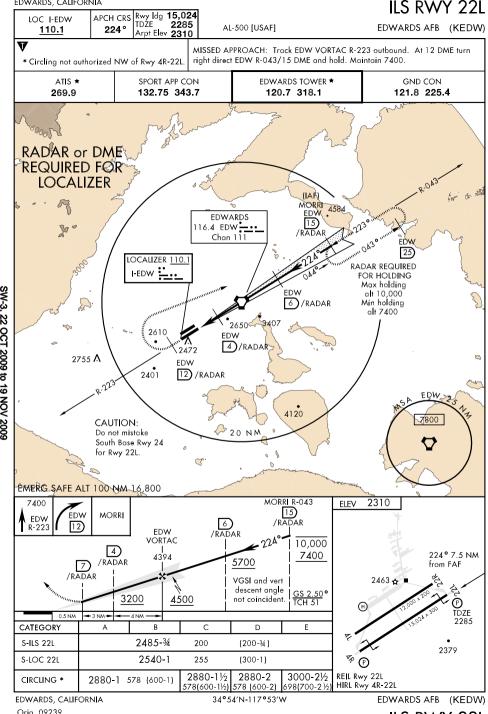


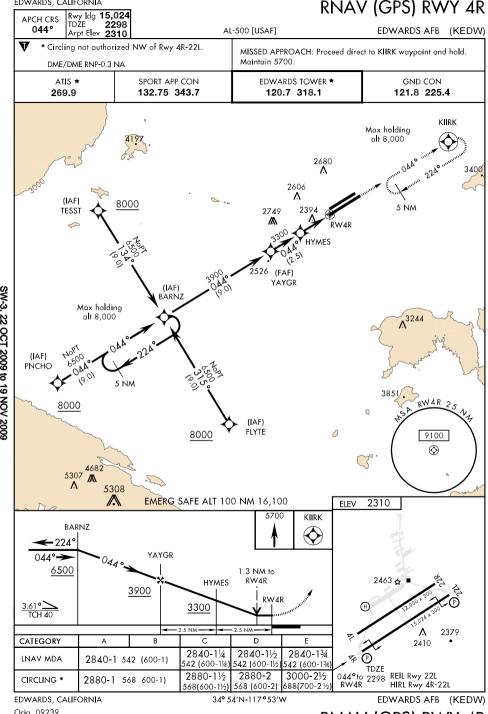


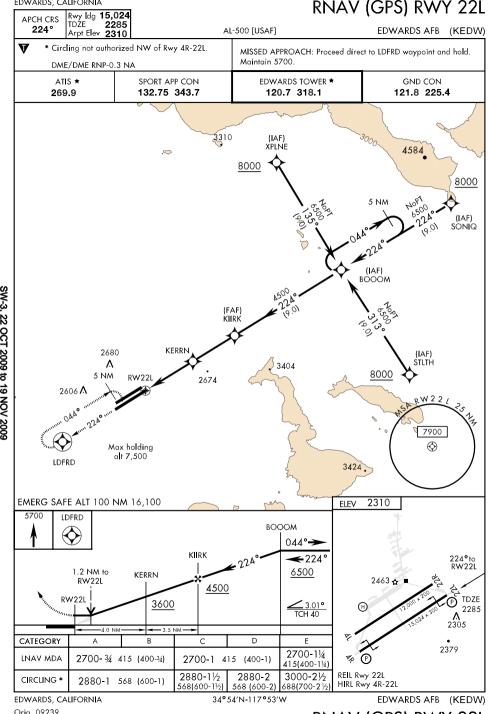


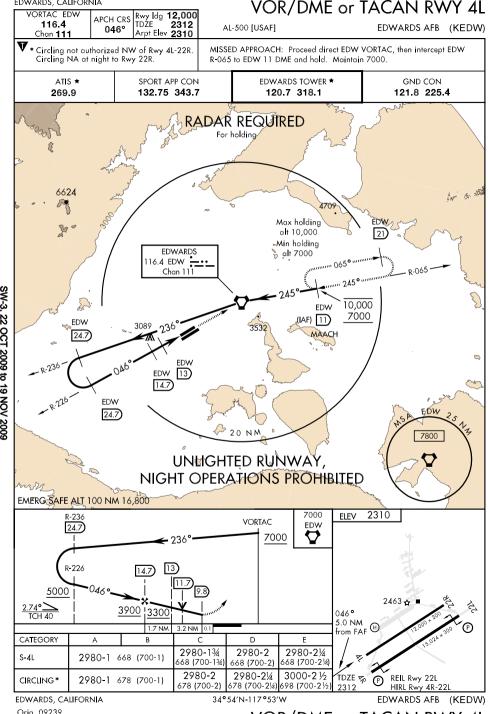


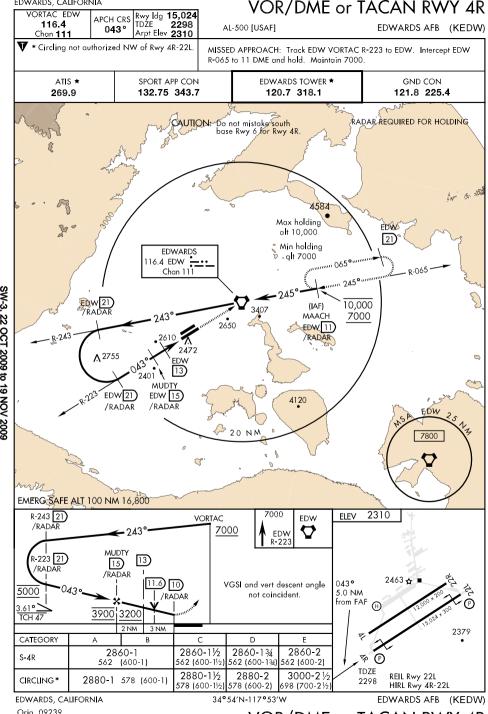


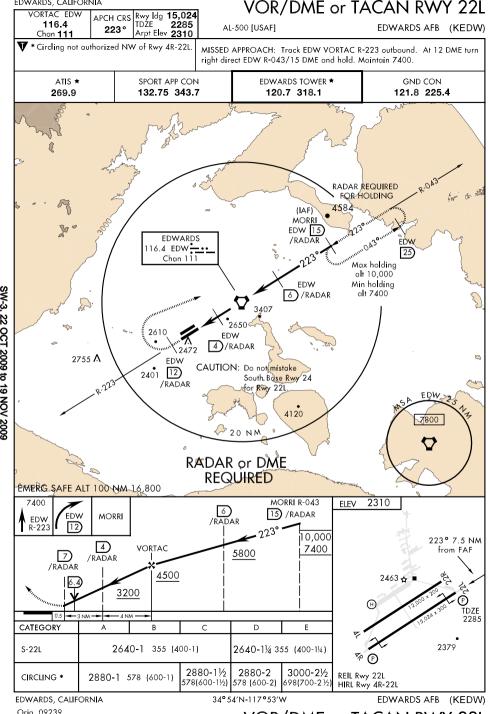


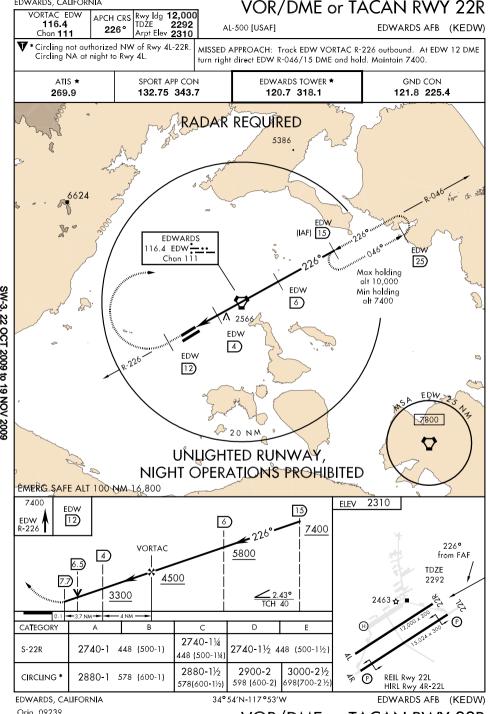


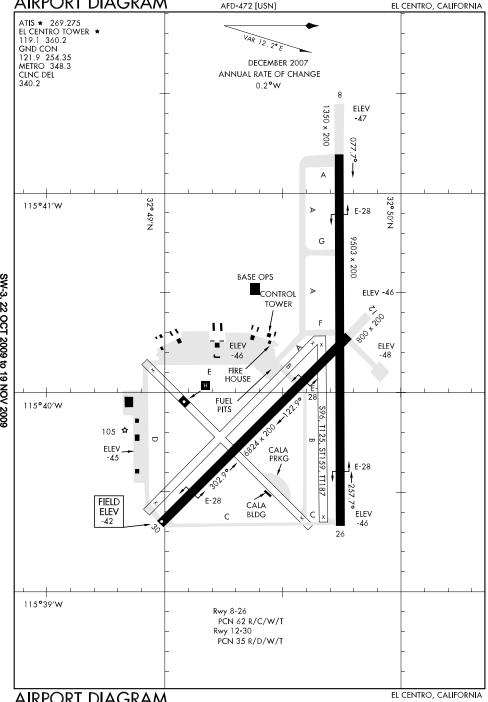


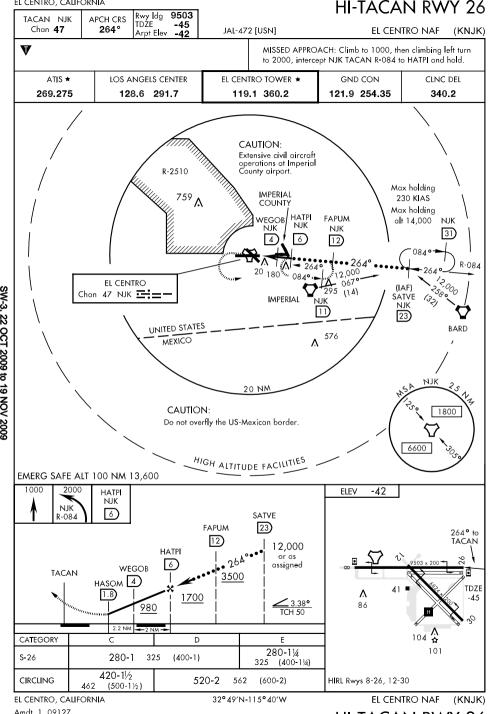












or route. Expect filed altitude 10 minutes after departure. Cross NICKK at or below 7000.

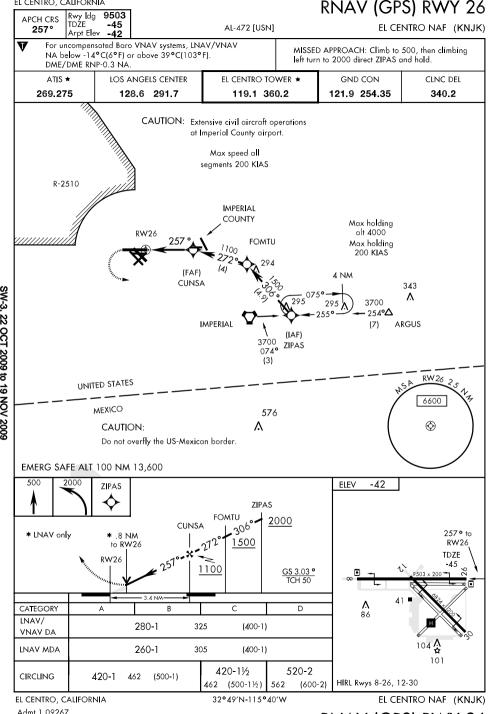
BARD TRANSITION (NICKK1-BZA): Via IPL VORTAC R-258 to IPL, then via IPL R-074 to BARD VORTAC. JULIAN TRANSITION (NICKK1·JLI): From over NICKK via IPL VORTAC R-258 to KUMBA, then via JLI

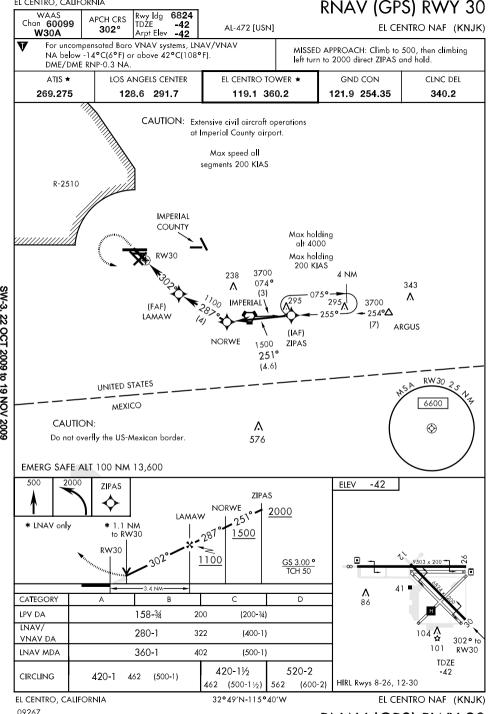
VORTAC R-115 to JLI. Cross KUMBA at or above 5600 climbing to 7700. MISSION BAY TRANSITION (NICKK1·MZB): From over NICKK via IPL VORTAC R-258 and MZB VORTAC

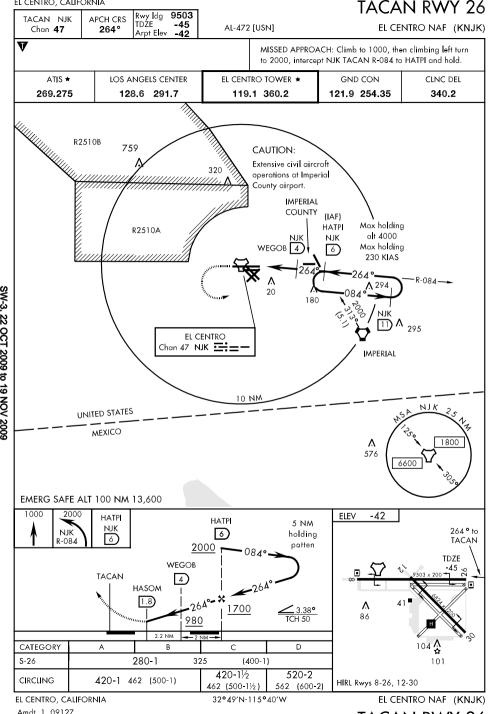
R-076 to MZB. Cross KUMBA at or above 6700 climbing to 8000.

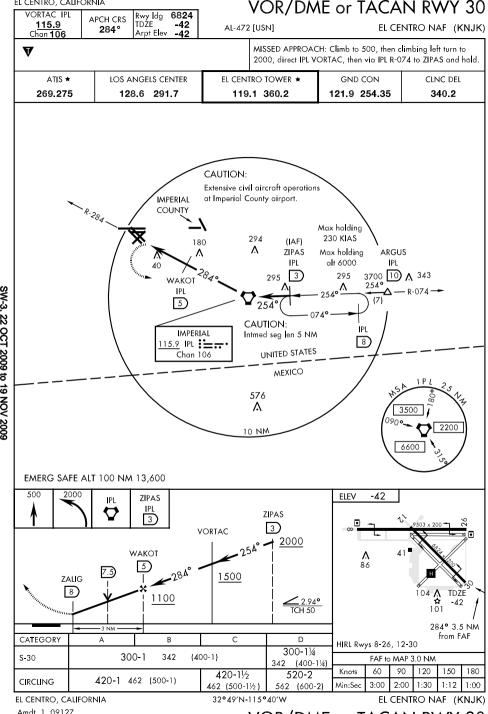
POGGI TRANSITION (NICKK1.PGY): From over NICKK continue climb to 7000 via NJK R-182 to FEDVI, then via IPL VORTAC R-250 and PGY VORTAC R-069 to PGY.

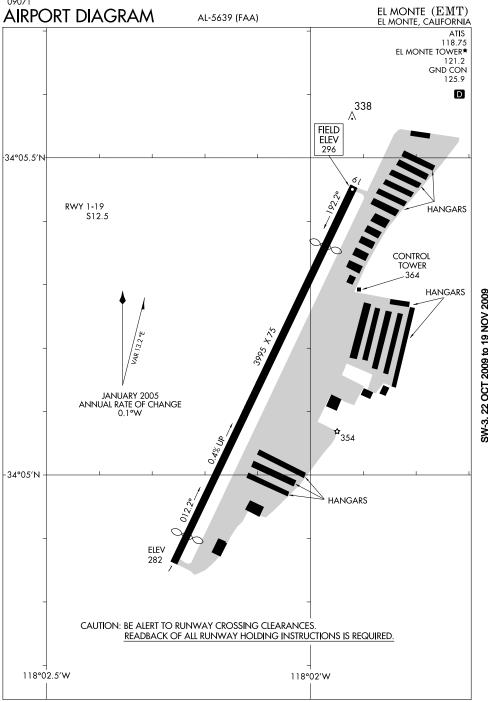
SW-3, 22 OCT 2009 to 19 NOV 2000

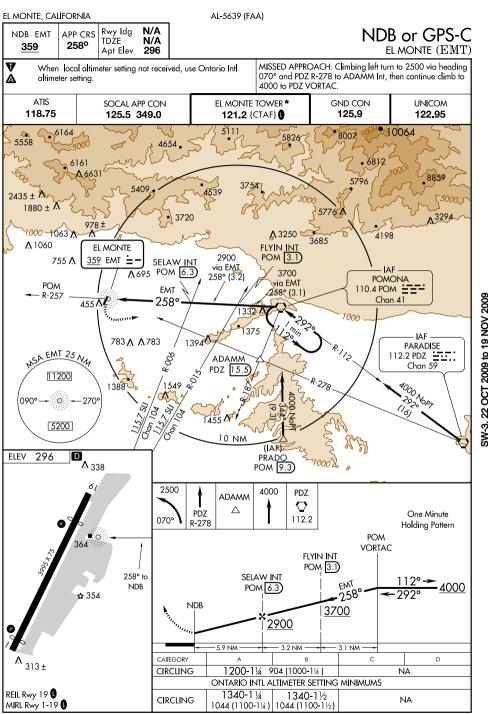


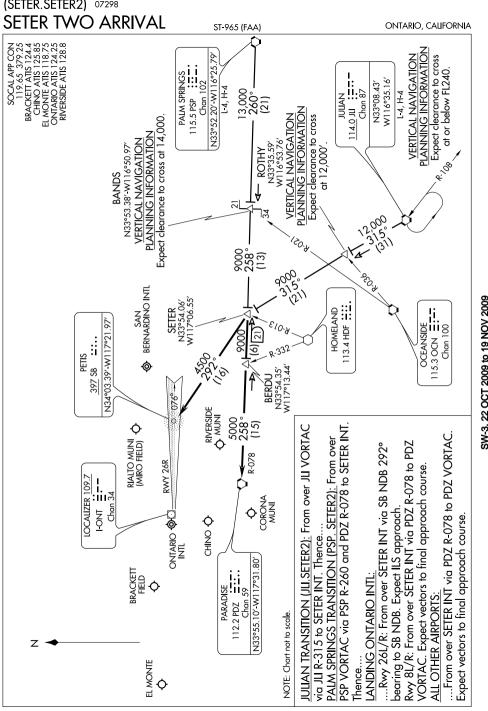


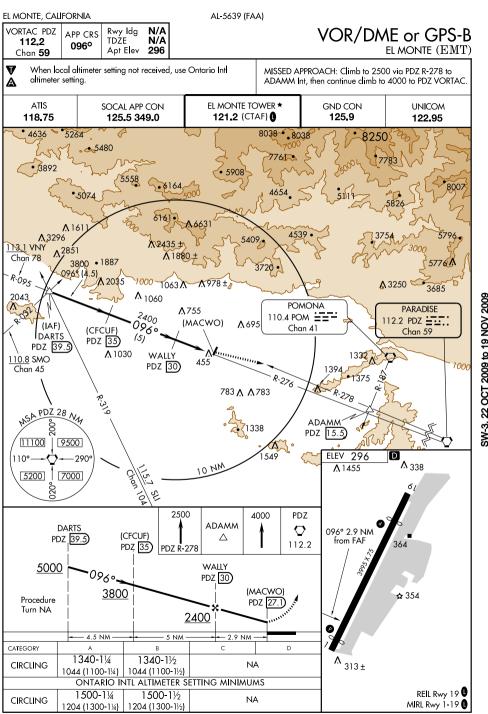


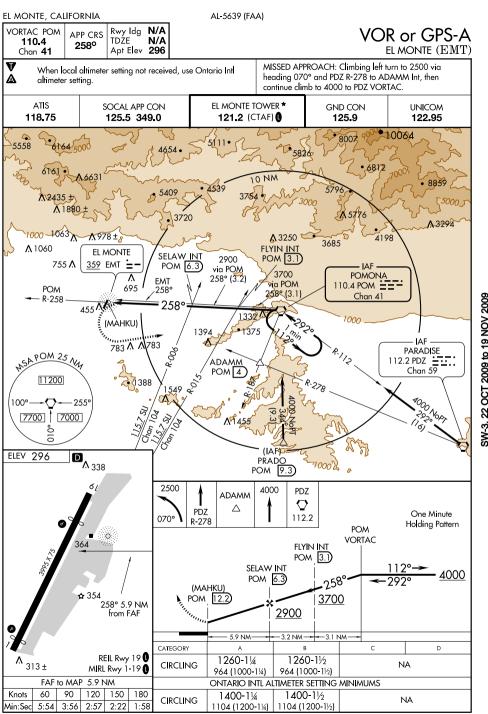


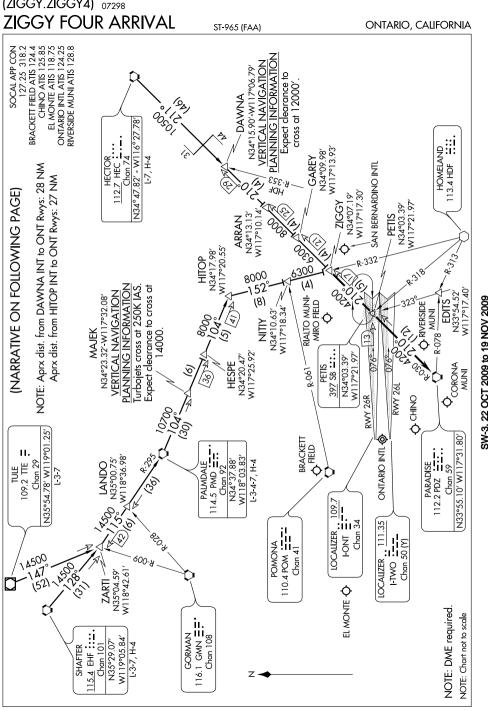












(ZIGGY.ZIGGY4) 06159 ZIGGY FOUR ARRIVAL

ST-965 (FAA)

ONTARIO, CALIFORNIA

## ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.ZIGGY4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to ZIGGY INT. Thence . . . .

PALMDALE TRANSITION (PMD.ZIGGY4): From over PMD VORTAC via PMD

R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . . SHAFTER TRANSITION (EHF.ZIGGY4): From over EHF VORTAC via EHF R-128 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

TULE TRANSITION (TTE.ZIGGY4): From over TTE VOR/DME via TTE R-147 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to 7IGGY INT. Theorem

R-332 to ZIGGY INT. Thence . . . .

## LANDING ONTARIO INTL:

.... RWY 8L/R: From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.

. . . . RWY 26 L/R: From over ZIGGY INT via direct PETIS NDB or PDZ R-030 to PETIS INT; expect radar vectors for ILS approach.

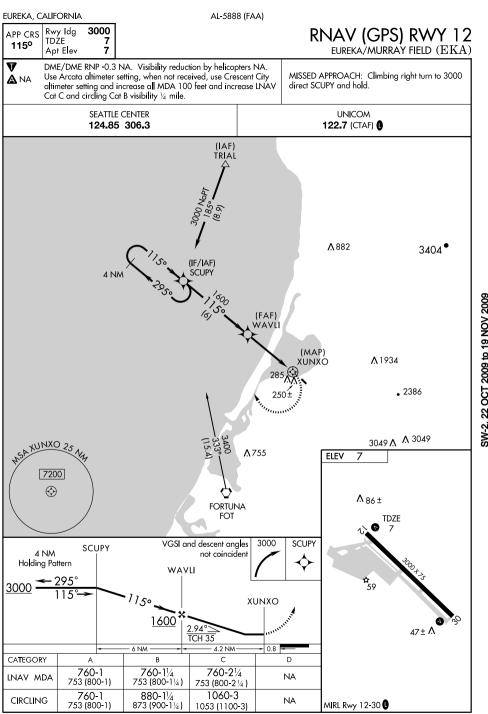
## ALL OTHER AIRPORTS:

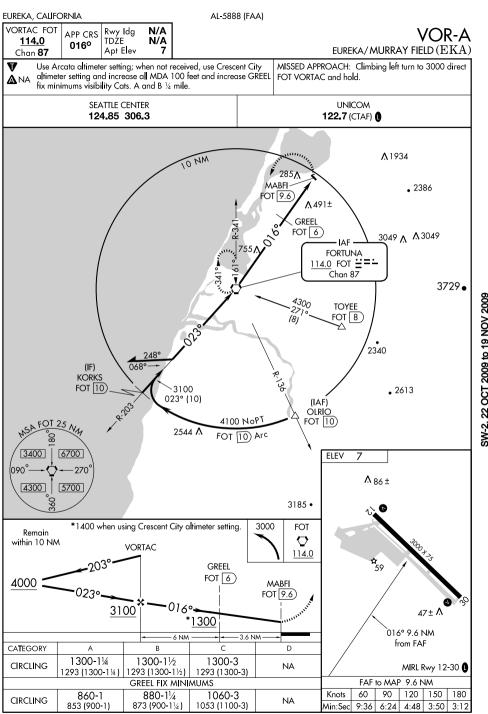
.... From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course

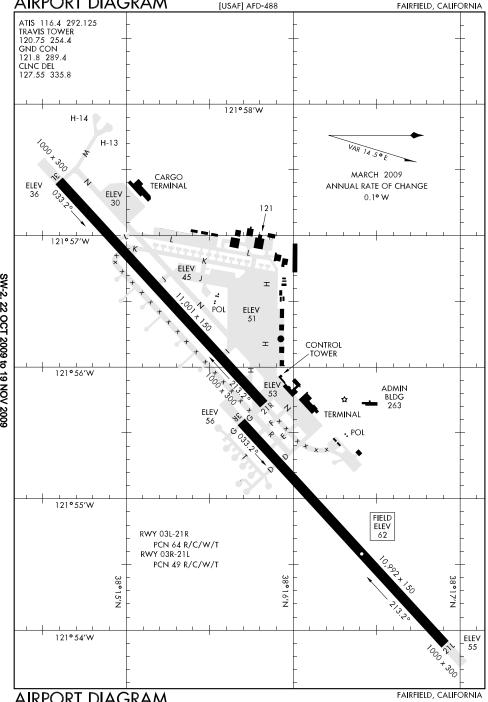
to final approach course.

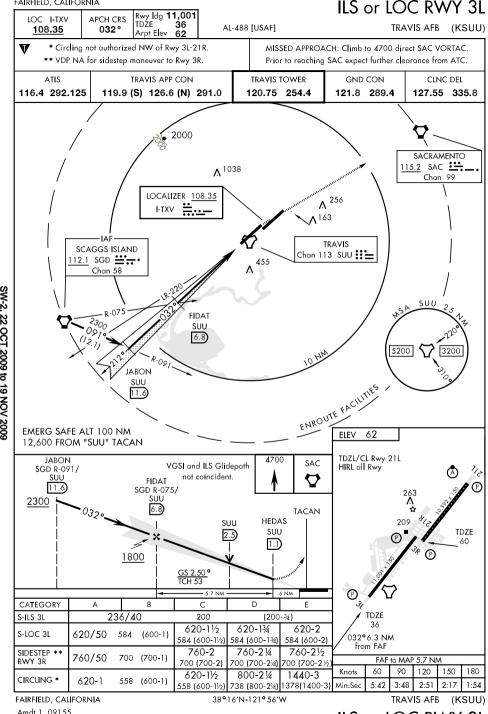
<u>LOST COMMUNICATIONS:</u> For Rialto, California, NDB-A approach, proceed from PDZ VORTAC via PDZ R-078 to EDITS INT, maintain 4200'.

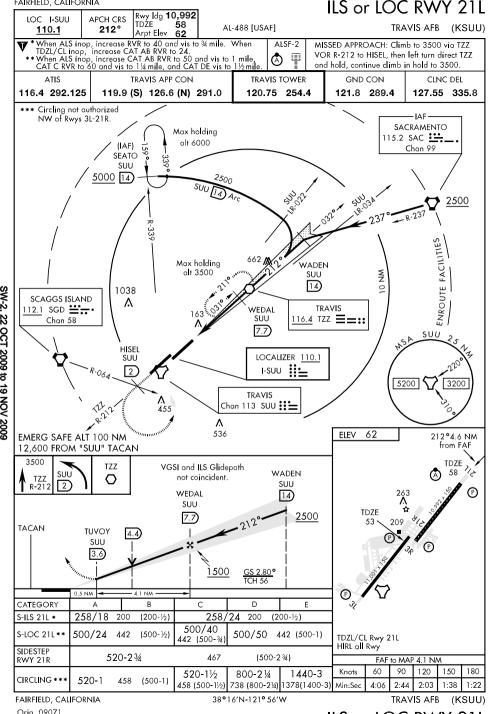
SW-3, 22 OCT 2009 to 19 NOV 2009

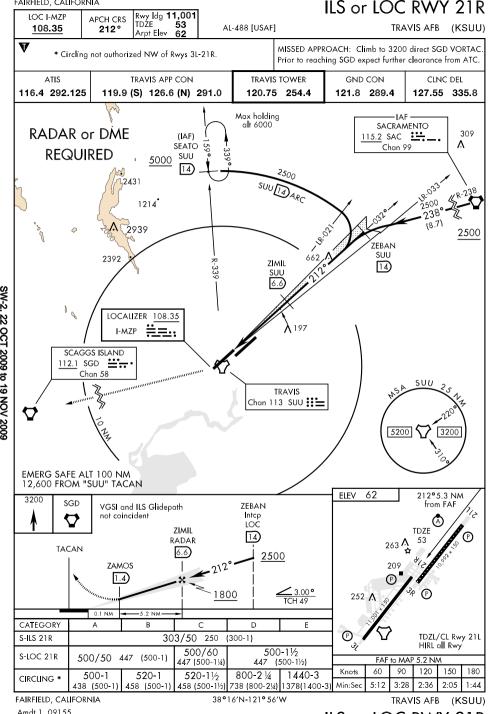


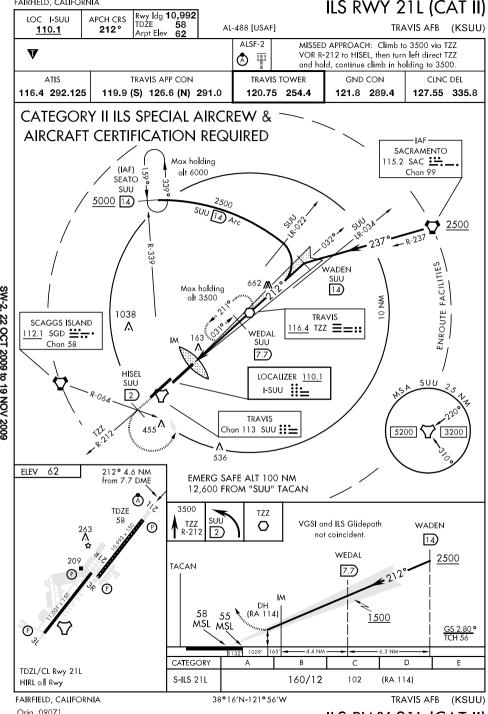


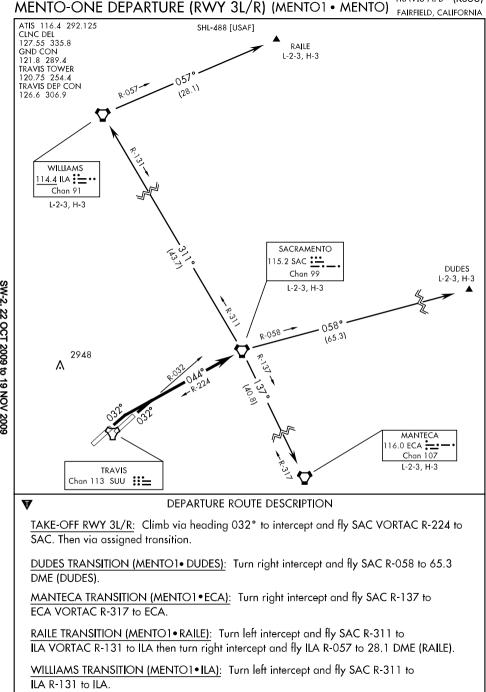




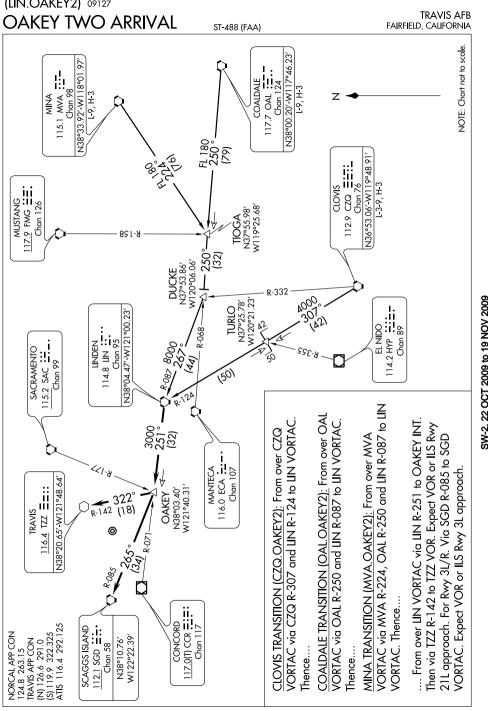


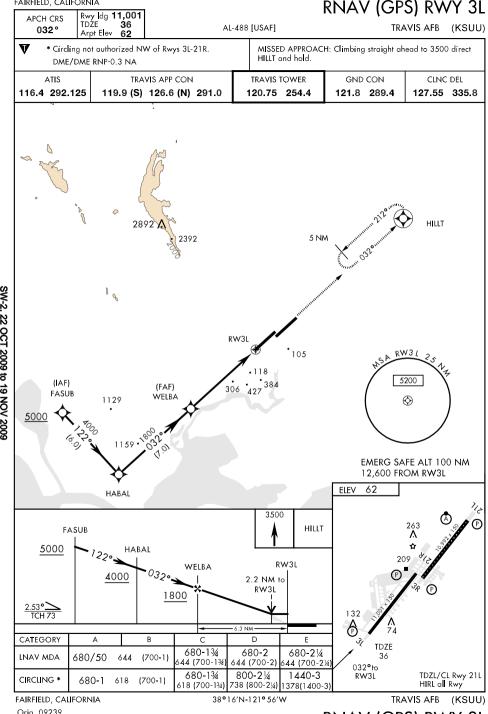


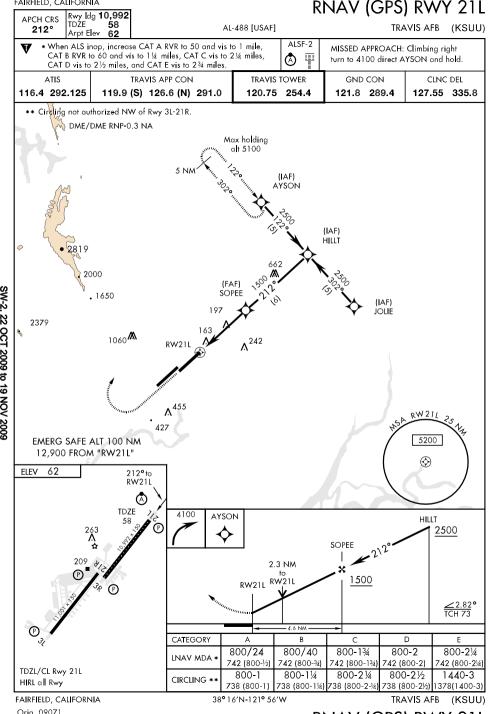


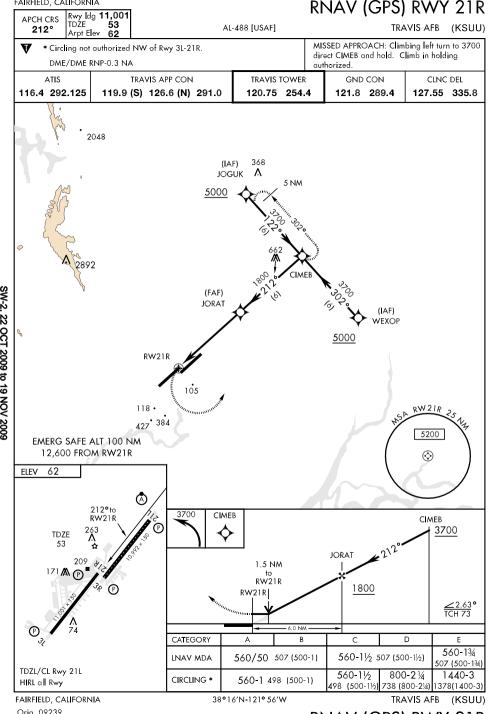


MENTO-ONE DEPARTURE (RWY 31/R) (MENTO) • MENTO) FAIRFIELD, CALIFORNIA







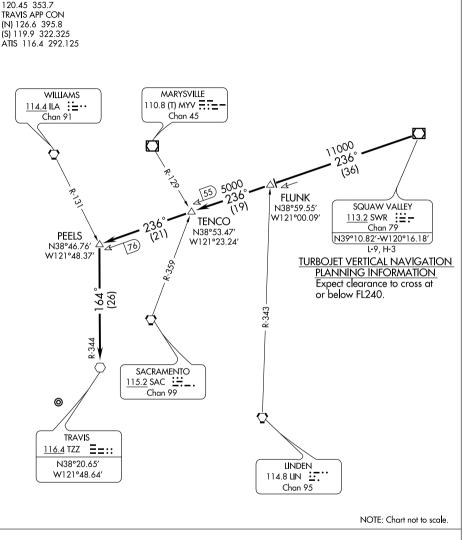


(SEAIO.SEAIO2) 09127 TRAVIS AFB SEATO TWO ARRIVAL ST-488 (FAA) FAIRFIELD, CALIFORNIA NORCAL APP CON (N) 125.85 323.0 **RED BLUFF** (W) 126.325 339.8 115.7 RBL ::: TRAVIS APP CON **FUELL** Chan 104 (N) 126.6 291.0 N39°30.40′ N40°05.93′-W122°14.18′ (S) 119.9 322.325 W121°28.50′ ATIS 116.4 292.125 L-2, H-3 .1500 (62) (62) MENDOCINO 112.3 ENI 🕂 Chan 70 2020 N39°03.19′-W123°16.45′ L-2, H-3 WILLIAMS 114.4 ILA **:≒**⋯ Chan 91 N39°04.27′-W122°01.64′ 4000 158 (36) 3399 **SEATO** N38°28.71 TRAVIS W121°57.95' 116.4 TZZ ==:: 14 N38°20.65′-W121°48.64′ SCAGGS ISLAND 112.1 SGD **∷∴**• N38°10.76′-W122°22.39′ TRAVIS L-2-3 Chan 113 SUU ::= (116.6)NOTE: Chart not to scale. FUELL TRANSITION (FUELL.SEATO2): From over FUELL DME via ILA R-026 to ILA VORTAC then via ILA R-158 to SEATO INT. Thence . . . . MENDOCINO TRANSITION (ENI.SEATO2): From over ENI VORTAC via ENI R-103 to SEATO INT. Thence . . . . RED BLUFF TRANSITION (RBL.SEATO2): From over RBL VORTAC via RBL R-153 and ILA R-333 to ILA VORTAC then via ILA R-158 to SEATO INT. Thence . . . . SCAGGS ISLAND TRANSITION (SGD.SEATO2): From over SGD VORTAC via SGD R-030 to SEATO INT. Thence . . . . . . . . From over SEATO INT via TZZ R-300 to TZZ VOR. Expect vectors for VOR or ILS Rwy 21L approach. For Rwys 3L/R expect vectors for VOR or ILS 3L approach. LOST COMMUNICATIONS: For Rwys 3L/R execute VOR or ILS Rwy 21L approach,

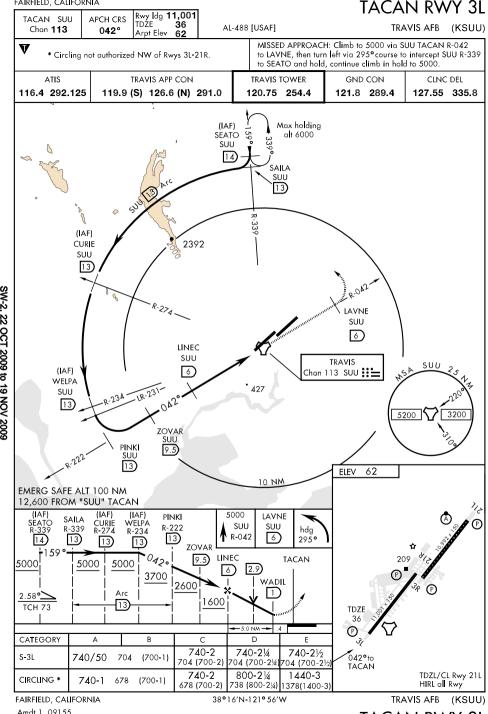
circle to land Rwy 3L.

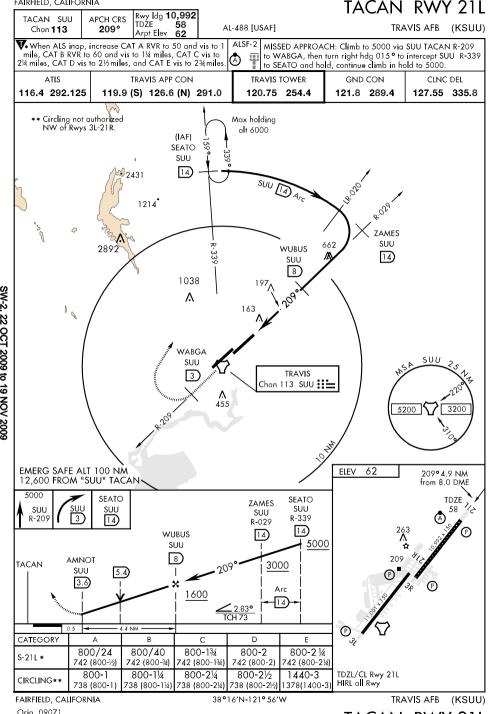
22 OCT 2009 to 19 NOV 2009

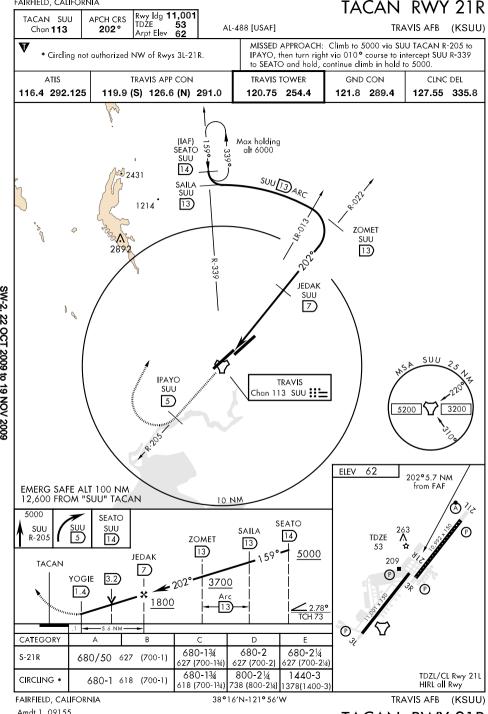
NORCAL APP CON

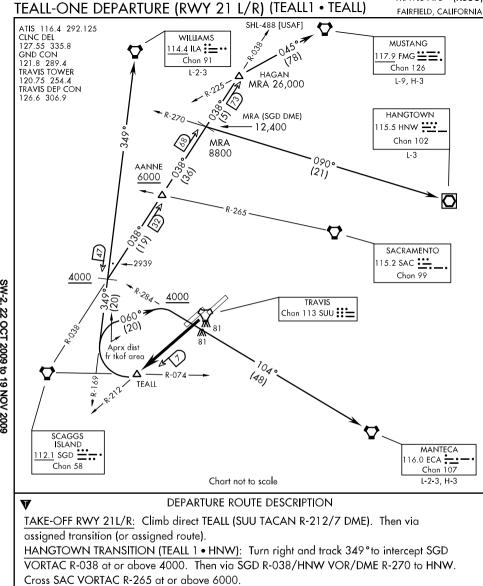


From over SWR VORTAC via SWR R-236 to PEELS INT, then via TZZ R-344 to TZZ VOR. Expect VOR or ILS Rwy 21L Approach. For Rwy 3L/R: Expect vectors for VOR Rwy 3L Approach.







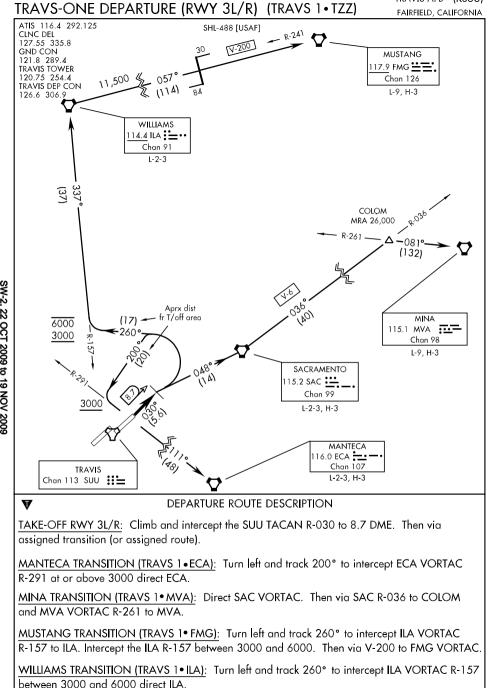


MANTECA TRANSITION (TEALL 1 • ECA): Turn right and track 060° to intercept ECA VORTAC R-284 at or above 4000 direct ECA.

MUSTANG TRANSITION (TEALL 1 • FMG): Turn right and track 349° to intercept SGD VORTAC R-038 at or above 4000. Then via SGD R-038 and FMG VORTAC R-225 to FMG. Cross SAC

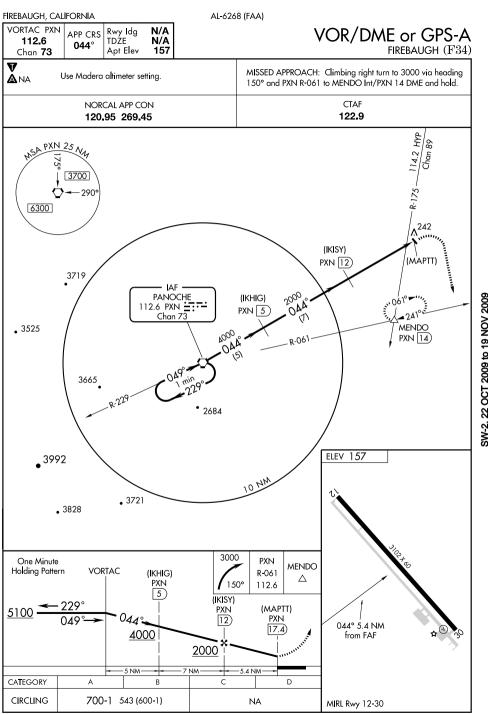
VORTAC R-265 at or above 6000. WILLIAMS TRANSITION (TEALL 1 • ILA): Turn right to intercept ILA VORTAC R-169 to ILA.

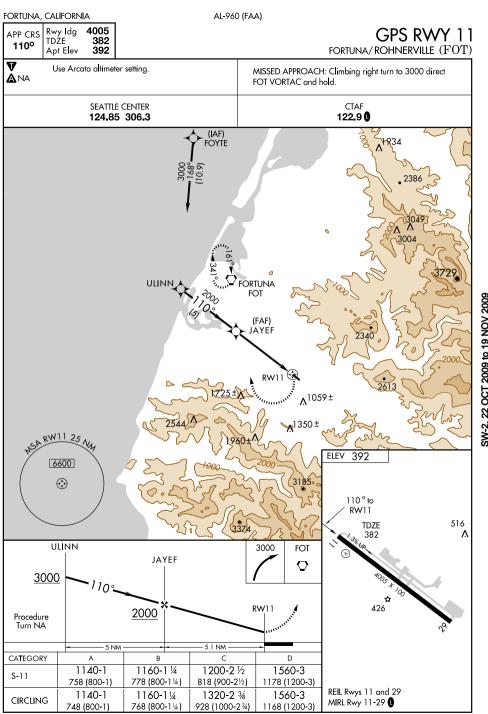
Cross ILA 47 DME at or above 4000.



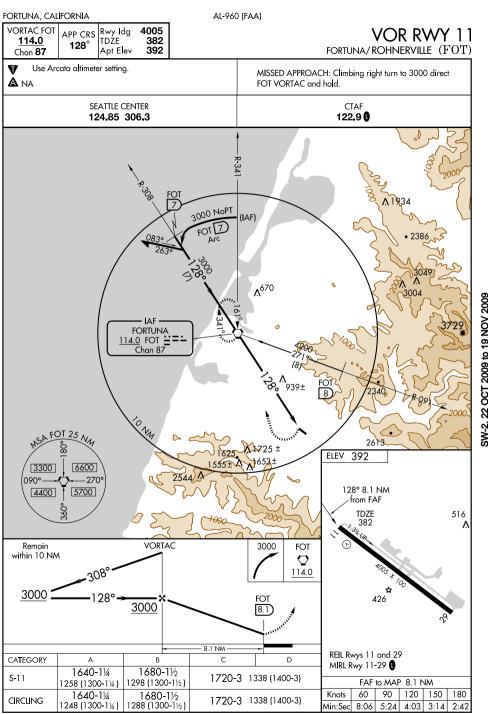
TRAVS-ONE DEPARTURE (RWY 3L/R) (TRAVS 1 • TZZ)

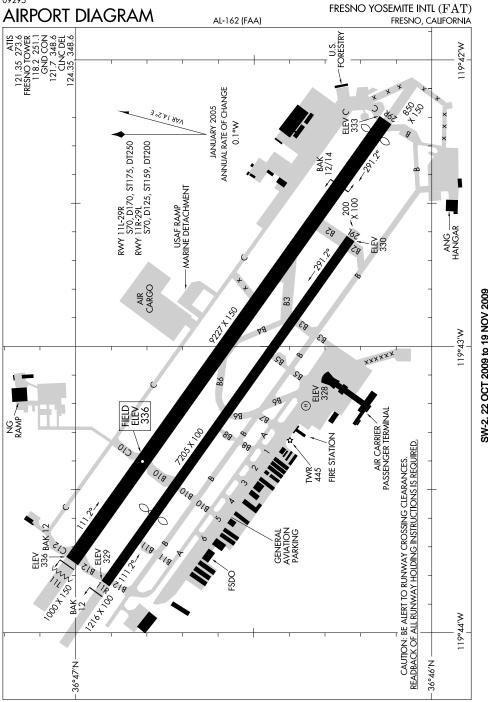
FAIRFIELD, CALIFORNIA

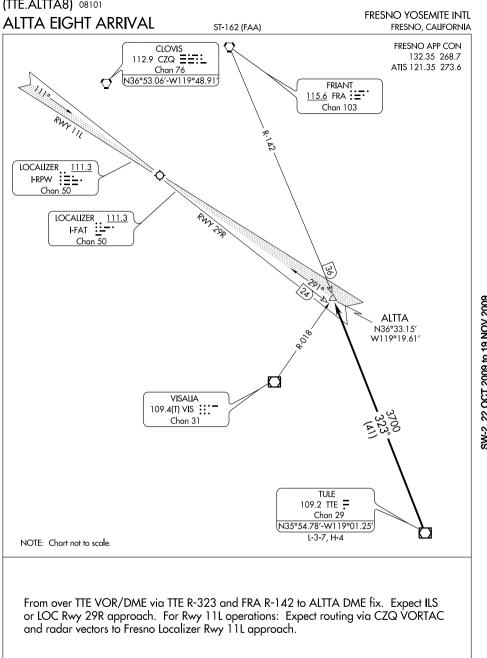




FORTUNA, CALIFORNIA AL-960 (FAA) 4005 Rwy Idg GPS RWY 29 APP CRS TDŹE 392 276° FORTUNA/ROHNERVILLE (FOT) Apt Elev 392 7 Use Arcata altimeter setting. MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct FOT VORTAC and hold. SEATTLE CENTER CTAF 122.9 0 124.85 306.3 6800 1360 (13.1) 5259 FORTUNA FOT SA IZPUH 25 M 7500 **(** (IAF) YAGER & 3.2 NM to IZPUH SW-2 22 OCT 2009 to 19 NOV 2009 (IAF) (FAR) ELLYS (JEWPE) N DINSE **IZPUH** 2544 NM to 1059 ± 2700 279° (3.5) SPHER ELEV 392 (IAF) PLYAT 516 **SPHER** 3000 1500 FOT (JEVSY) 3.5 NM to ELLYS **ELLYS** 4700 3.2 NM to Procedure 3700 **IZPUH** Turn NA 426 **IZPUH** 276° 2700 TDZE 392 1840 0.5 - 3.2 NM 2.3 NM 3.5 NM 3.5 NM CATEGORY D 1160-1 1160-11/4 1160-21/4 1160-21/2 S-29 768 (800-1) 768 (800-11/4) 768 (800-21/4) 768 (800-21/2) REIL Rwys 11 and 29 1160-11/4 1320-23/ 1460-3 1160-1 MIRL Rwy 11-29 0 **CIRCLING** 768 (800-11/4) 768 (800-1) 928 (1000-2¾) 1068 (1100-3)







LOST COMMUNICATIONS: Rwy 11L: Execute VOR/DME or TACAN Rwy 11L approach.

(OAL1.OAL) 07298 FRESNO YOSEMITE INTL (FAT)COALDALE ONE DEPARTURE SL-162 (FAA) FRESNO, CALIFORNIA ATIS 121.35 273.6 COALDALE CLNC DEL 117.7 OAL :=... 124.35 348.6 Chan 124 GND CON N38°00.20′-W117°46.23′ 121.7 348.6 FRESNO TOWER I-9 H-3 118.2 251.1 FRESNO DEP CON 119.6 351.95 FRIANT 115.6 FRA 📜 🖰 Chan 103 **GIVEN** N37°15.96' W119°07.90′ 14000 CLOVIS 112.9 CZQ =:: Chan 76 **TOPPE** N36°53.06′-W119°48.91 N37°03.97' W119°29.49′ ONO TAKE-OFF MINIMUMS Rwys 11L/R, 29L/R: Standard with an ATC climb of 340' per NM to 14,000'. NOTE: Rwy 11L, Sign 1731' from departure end of 2000 rwy, 864' right of centerline, 53' AGL/383' MSL. NOTE: Rwy 11R, OL on LT 1.5 NM from departure end of rwy, 293' right of centerline, 386' MSL. NOTE: Rwy 29L, Tree 2779' from departure end of rwy 2000 on centerline, 63' AGL/392' MSL. NOTE: Rwy 29R, Trees 1298' from departure end of rwy, 775' right of centerline, 50' AGL/397' MSL. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION

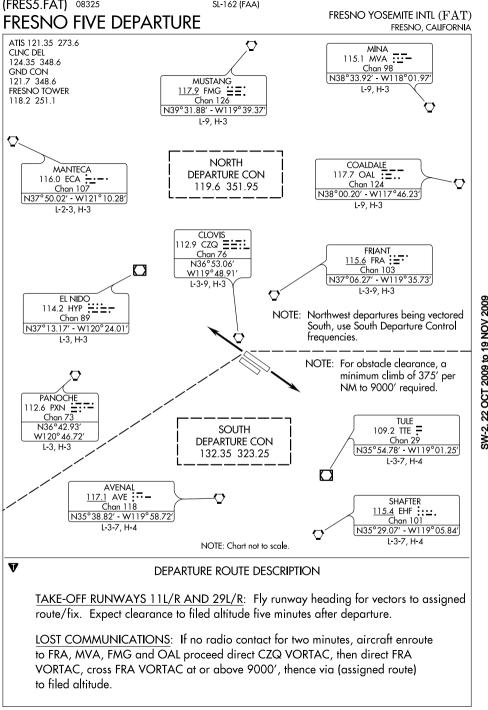
SW-2 22 OCT 2009 to 19 NOV 2009

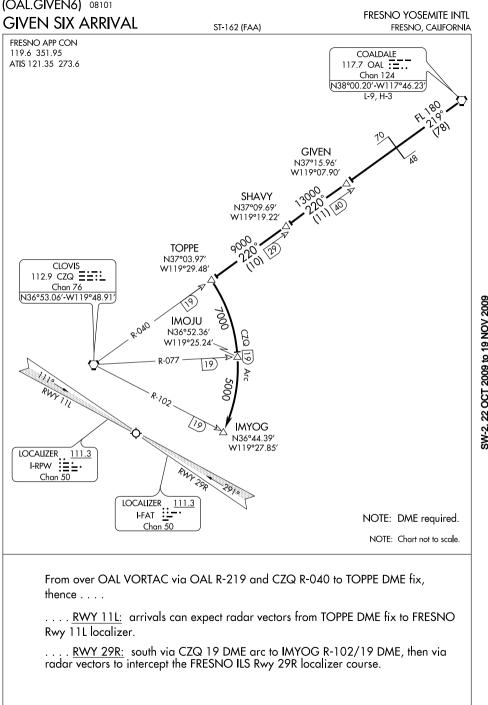
TAKE-OFF RUNWAYS 11L/R: Climb via 110° heading to 2000′, then climbing left turn via FRA R-160 and CZQ R-040. Thence . . . .

TAKE-OFF RUNWAYS 29L/R: Climb via 290° heading to 2000′, then climbing right turn direct CZQ VORTAC. Thence . . . .

.... Intercept and proceed via CZQ R-040 and OAL R-219 to OAL VORTAC.

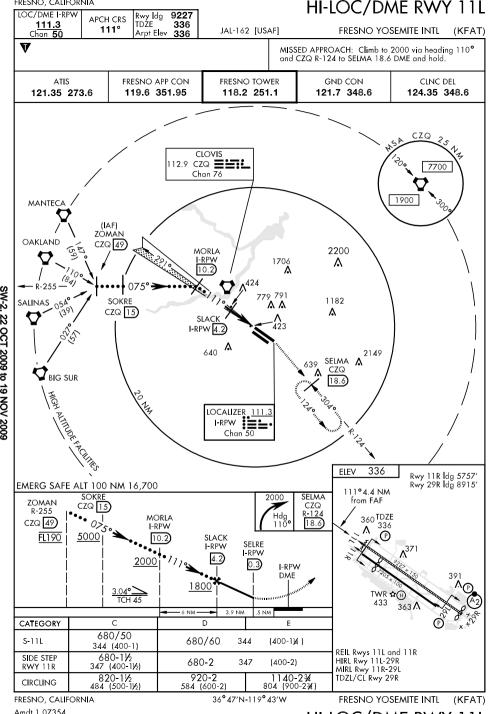
. . . . Intercept and proceed via CZQ R-040 and OAL R-219 to OAL VORTAC. Cross GIVEN DME at or above 14000'. Expect clearance to filed altitude after GIVEN DME.

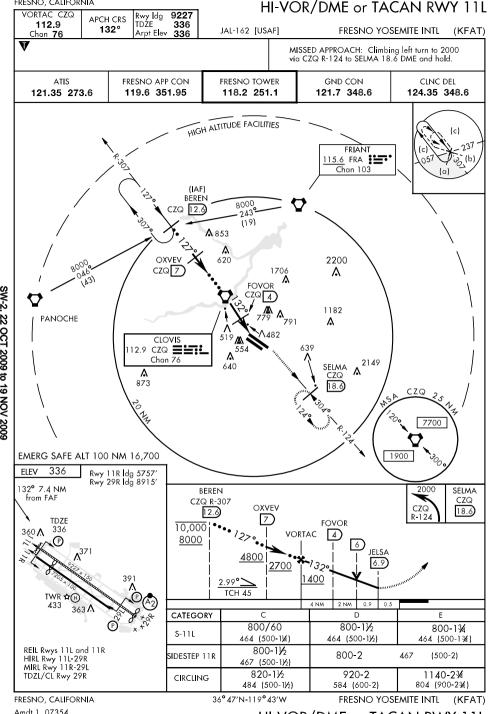


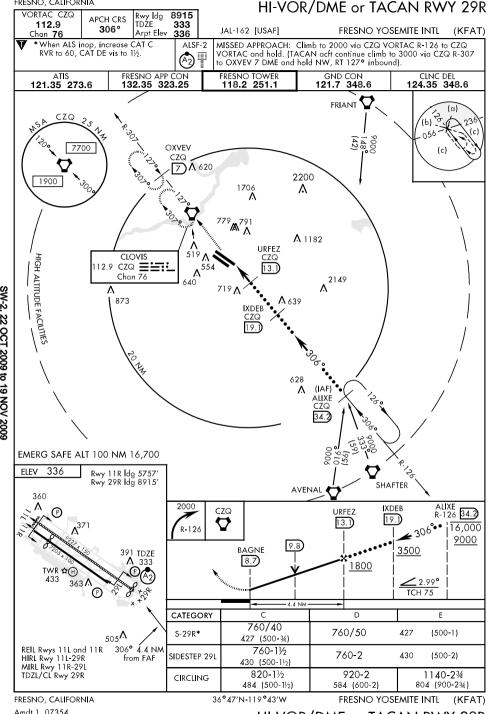


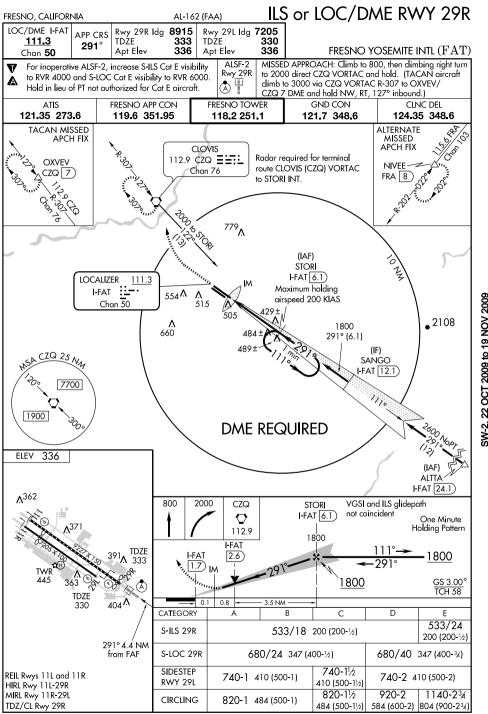
FRESNO, CALIFORNIA HI-ILS or LOC/DME RWY 29R LOC/DME I-FAT Rwy Idg TDZE 8915 APCH CRS 111.3 333 291° JAL-162 [USAF] FRESNO YOSEMITE INTL Chan 50 Arpt Elev 336 ALSF-2 MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct CZQ VORTAC and hold. (TACAN gircraft continue climb to 3000 via CZQ R-307 to OXVEV/7 DME and hold northwest, right V  $A_2$ ₽ turns, 127° inbound.) or when directed by ATC, climb to 1800 via 290° heading for radar vectors. ATIS FRESNO APP CON FRESNO TOWER GND CON CLNC DEL 121.35 273.6 132.35 323.25 118.2 251.1 121.7 348.6 124.35 348.6 \* When ALS inop, increase CAT CDE RVR to 40 CLOVIS \*\* When ALS inop, increase CAT E RVR to 60 czq === 112.9 Chan 76 CZQ OXVEV 7 2200 7700 1706 ۸ 1900 779 791 R./18 1182 ΆΛ ۸ LOCALIZER 111 429 I-FAT SANGO I-FAT CZQ Chan 50 640**^** 12.1) 18.9 2149 Use I-FAT DME when STOR on LOC course I-FAT 6.1 (IAF) GRIFN 639 CZQ 34.2 VISALIA 109.4 VIS SHAFTER Chan 31 EMERG SAFE ALT 100 NM 16,700 AVENAL **ELEV** 336 Rwy 11R ldg 5757' 2000 800 GRIFN CZQ Rwy 29R ldg 8915' SANGO 360 CZQ R-118 I-FAT 34.2 12.1 112.9 STOR Intco 16,000 VGSI and ILS I-FAT I-FAT I-FAT Lczr 9000 glidepath not coincident. 6.1 1.7 391 3500 TDZE I-FAT 333 TWR ☆(H) DME 433 363 1 GS 3.00° 1800 TCH 58 3.5 NM **TDZE** 330 D CATEGORY C S-ILS 29R\* 533/18 200 (200-3/8) 533/24 200 (200-1/2) 291° 4.4 NM 680/24 from FAF S-LOC 29R\* 680/40 347 (400 - 34)347 (400-1/2) REIL Rwys 11L and 11R SIDE STEP 680-11/2 680-2 350 (400-2)HIRL Rwy 11L-29R RWY 29L 350 (400-11/2) MIRL Rwy 11R-29L 820-11/2 920-2 1140-234 804 (900-234) TDZL/CL Rwy 29R CIRCLING 484 (500-1/2) 584 (600-2) 36°47′N-119°43′W FRESNO, CALIFORNIA FRESNO YOSEMITE INTL (KFAT) Amd+ 1 07354

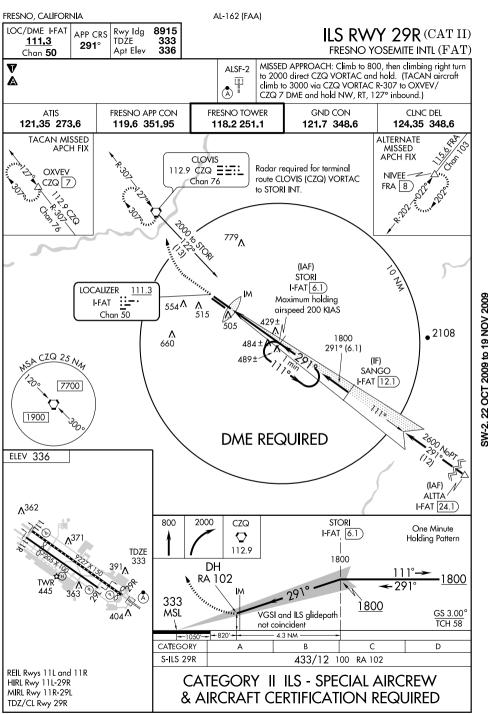
SW-2, 22 OCT 2009 to 19 NOV 2009



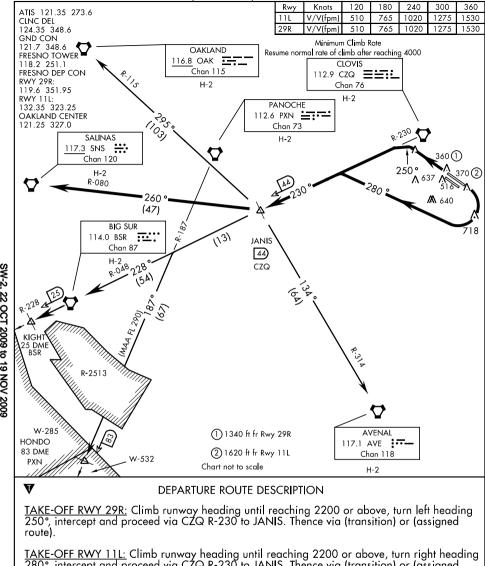








FRESNO, CALIFORNIA AL-162 (FAA) LOC/DME I-FAT 8915 ILS RWY 29R (CAT III) Rwy Idg APP CRS 111.3 TDŹE 333 291° FRESNO YOSEMITE INTL (FAT) Apt Elev 336 Chan 50 MISSED APPROACH: Climb to 800, then climbing right turn ALSF-2 V to 2000 direct CZQ VORTAC and hold. (TACAN aircraft A (Å) climb to 3000 via CZQ VORTAC R-307 to OXVEV/ CZQ 7 DME and hold NW, RT, 127° inbound.) GND CON ATIS FRESNO APP CON FRESNO TOWER CINC DEL 121.35 273.6 119.6 351.95 118.2 251.1 121.7 348.6 124.35 348.6 TACAN MISSED ALTERNATE APCH FIX MISSED APCH FIX CLOVIS Radar required for terminal 112.9 CZQ =:-: OXVEV NIVEE route CLOVIS (CZQ) VORTAC Chan 76 czq (7) FRA 8 to STORI INT 12000 700 10 50 F (IAF) STORI I-FAT 6.1 LOCALIZER 111.3 М Maximum holding I-FAT 554 A **∧** 515 airspeed 200 KIAS SW-2 22 OCT 2009 to 19 NOV 2009 Chan 50 505 2108 1800 660 291° (6.1) CZQ 25 Ny (IF) SANGO I-FAT 12.1 7700 1900 DME REQUIRED ELEV 336 (IAF) AITTA I-FAT 24.1 ۸<sup>362</sup> STORI 800 2000 CZQ One Minute I-FAT (6.1) Holding Pattern 112.9 1800 **TDZE** M 1800 333 435 333 445 1800 MSL GS 3.00° VGSI and ILS glidepath TCH 58 not coincident <sub>404</sub> ^. - 4.3 NM **--** 850′**--**CATEGORY С D S-ILS 29R CAT IIIa RVR 07 S-ILS 29R CAT IIIb RVR 06 S-ILS 29R CAT IIIc NA REIL Rwys 11L and 11R CATEGORY III ILS - SPECIAL AIRCREW HIRL Rwy 11L-29R MIRL Rwy 11R-29L & AIRCRAFT CERTIFICATION REQUIRED TDZ/CL Rwy 29R



JANIS-SEVEN DEPARTURE (4JJF • 4JJ) SH-162 [USAF]

280°, intercept and proceed via CZQ R-230 to JANIS. Thence via (transition) or (assigned route).

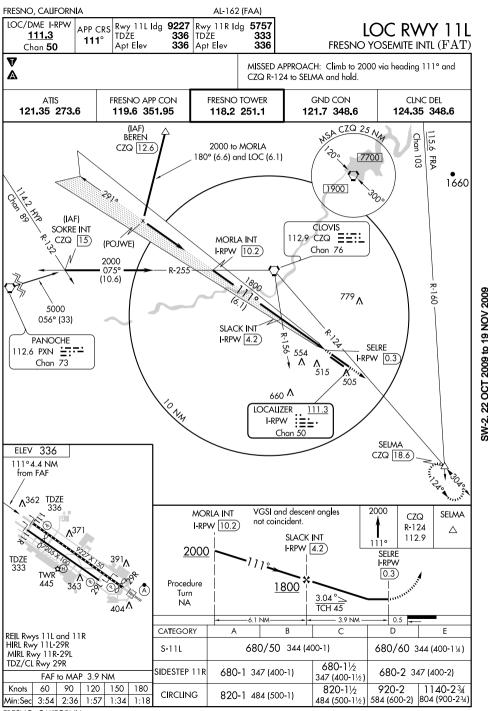
OAKLAND TRANSITION (4JJ7 • OAK): Via OAK R-115 to OAKLAND VORTAC.

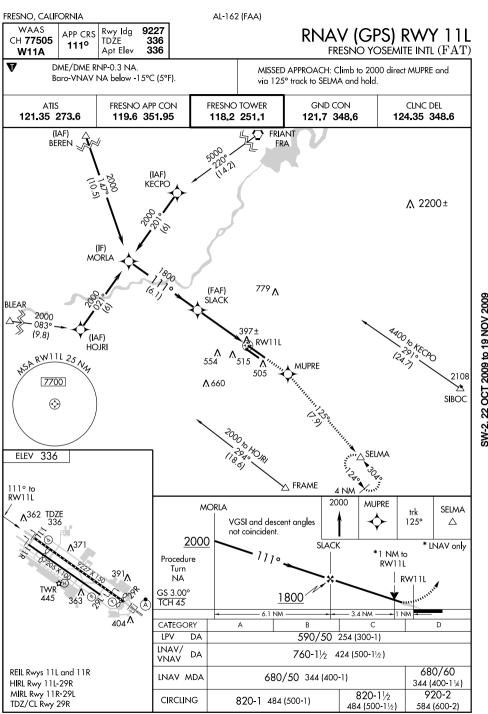
SALINAS TRANSITION (4JJ7 • SNS): Via SNS R-080 to SALINAS VORTAC. KIGHT TRANSITION (4JJ7 • 4VV): Via CZQ and BSR R-228 to KIGHT.

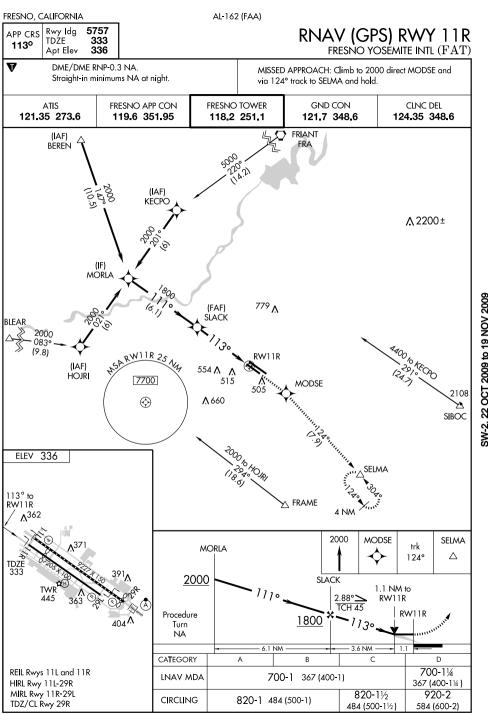
HONDO TRANSITION (4JJ7 • 4VX): Via CZQ R-230 and PXN R-187 to HONDO.

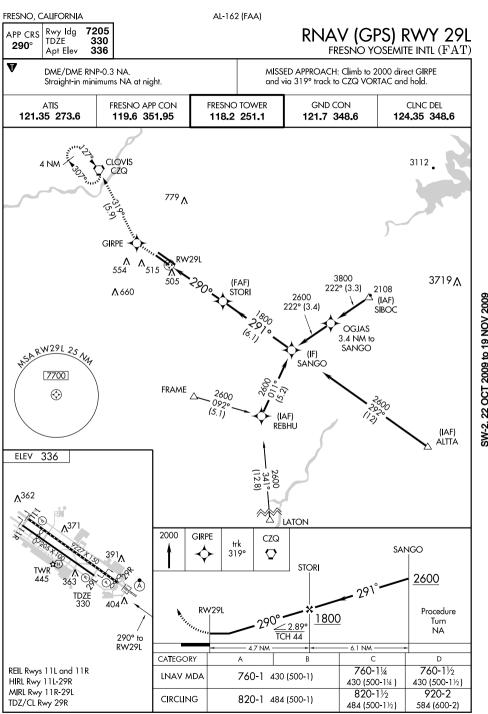
AVENAL TRANSITION (4JJ7 • AVE): Via AVE R-314 to AVENAL VORTAC.

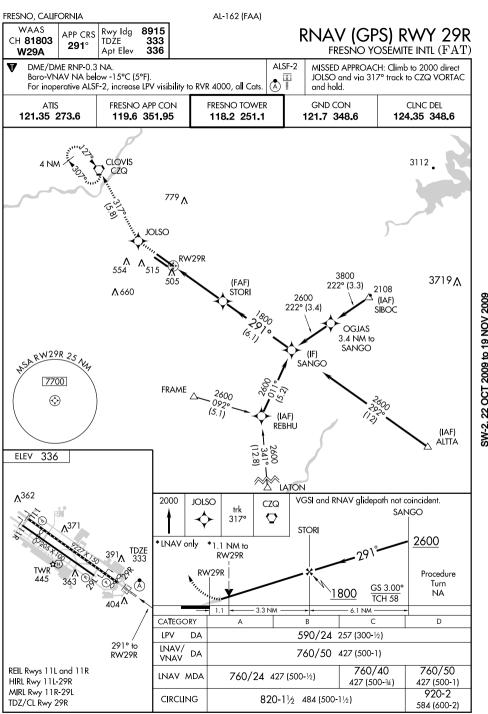
FRESNO, CALIFORNIA

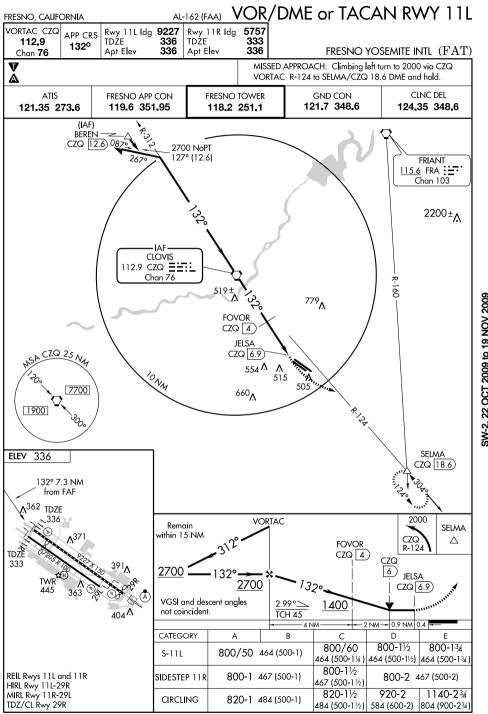


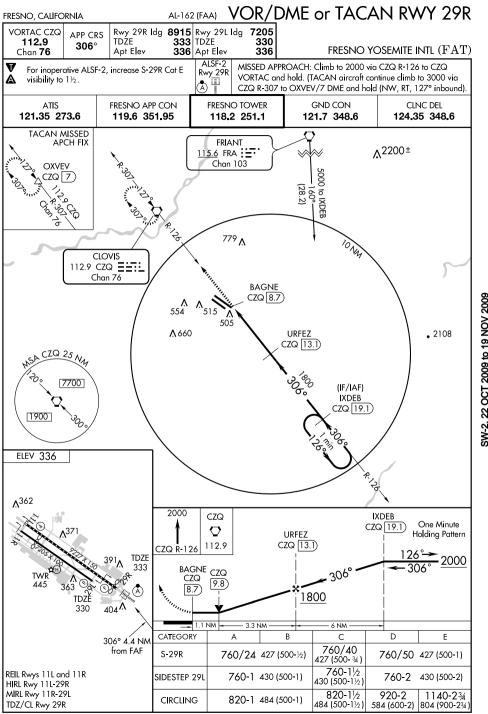


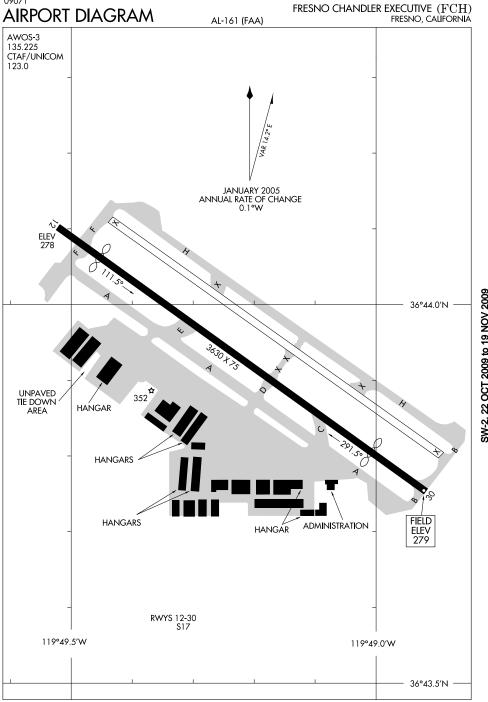


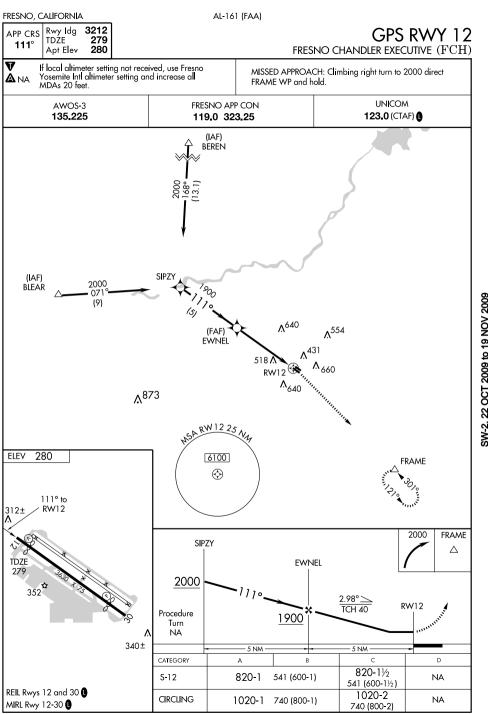




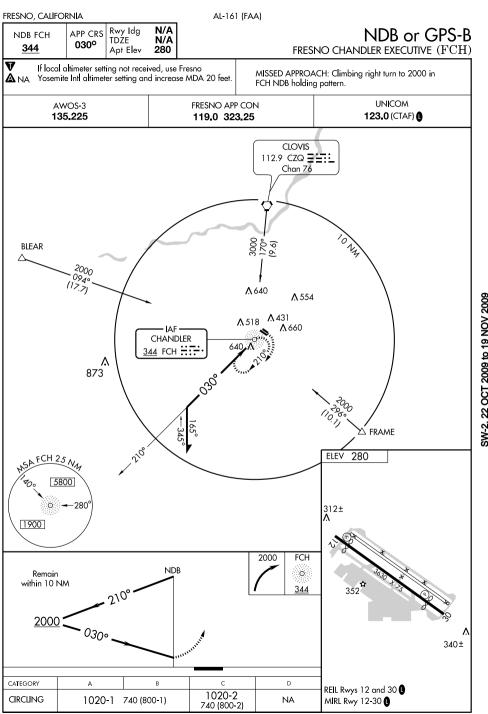


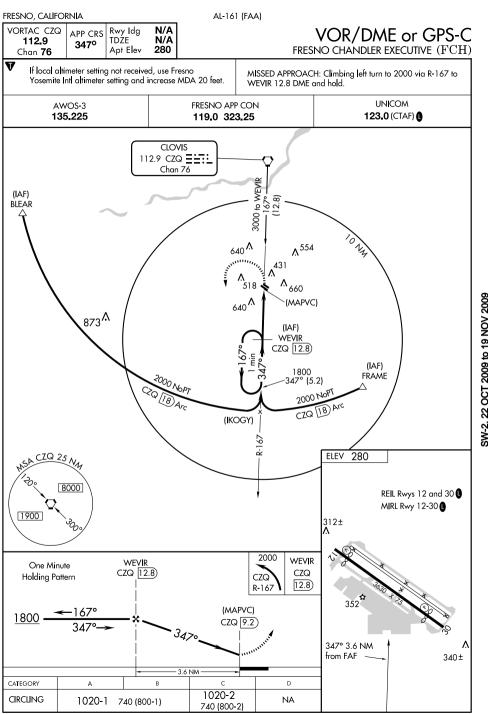


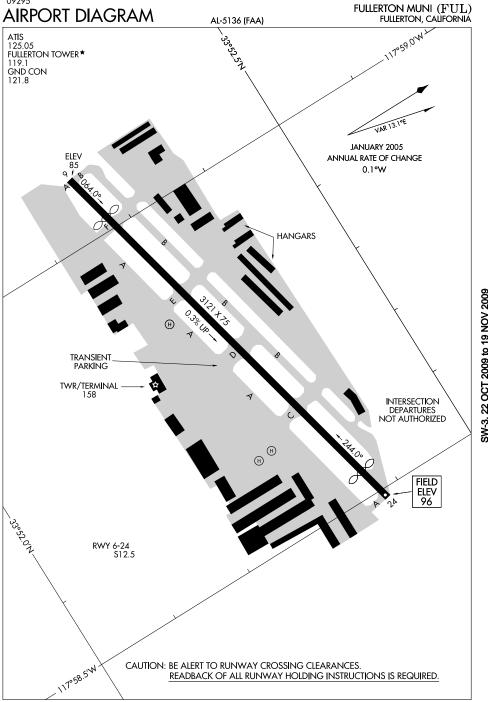


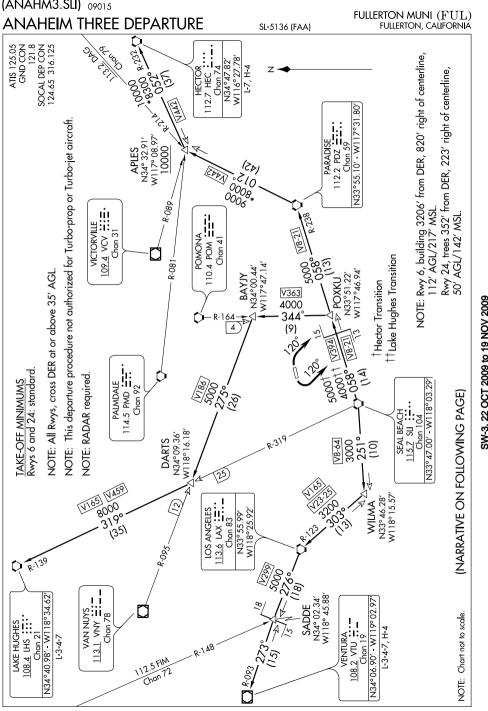


FRESNO, CALIFORNIA AL-161 (FAA) Rwy Idg 3090 GPS RWY 30 APP CRS TDŹE 279 301° FRESNO CHANDLER EXECUTIVE (FCH) Apt Elev 280 V If local altimeter setting not received, use Fresno MISSED APPROACH: Climb to 1000 then climbing left turn Yosemite Intl altimeter setting and increase all **A**NA to 2000 direct WEVIR WP and hold. MDAs 20 feet. UNICOM AWOS-3 FRESNO APP CON 135.225 123.0 (CTAF) ( 119.0 323.25 NoPT for arrival at FRAME on V23 northwest bound. ۸<sup>640</sup> ۸<sup>554</sup> 2108 (MAP) DOTH SW-2 22 OCT 2009 to 19 NOV 2009 (FAF) SEMAH (IAF) POTHI 25 NA 4 NM 280 **ELEV** 5800  $\Diamond$ 312± ∧ 1000 2000 WEVIR 4 NM SEMAH FRAME Holding Pattern VGSI and descent angle not coincident. 352 **-**301° 2000 DOTHI 2000 TDZE 279 2.30° TCH 40 301° to 340± 4.8 NM 5 NM DOTHI CATEGORY D 900-13/4 900-1 S-30 621 (700-1) NA 621 (700-13/4) REIL Rwys 12 and 30 0 1020-2 CIRCLING 1020-1 740 (800-1) NA MIRL Rwy 12-30 🗓 740 (800-2)

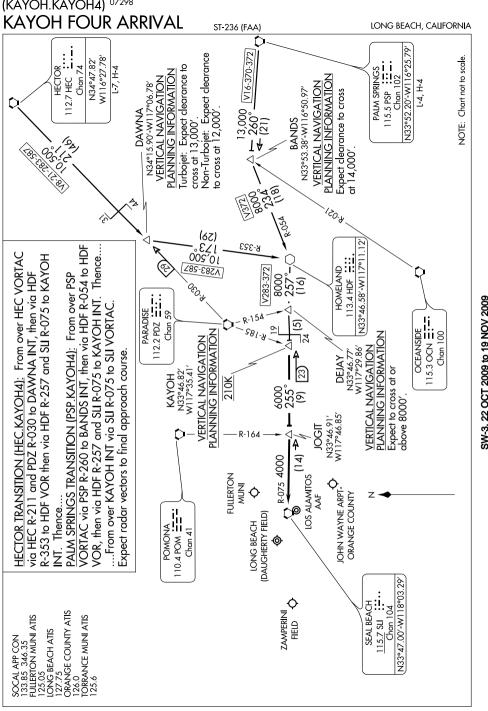


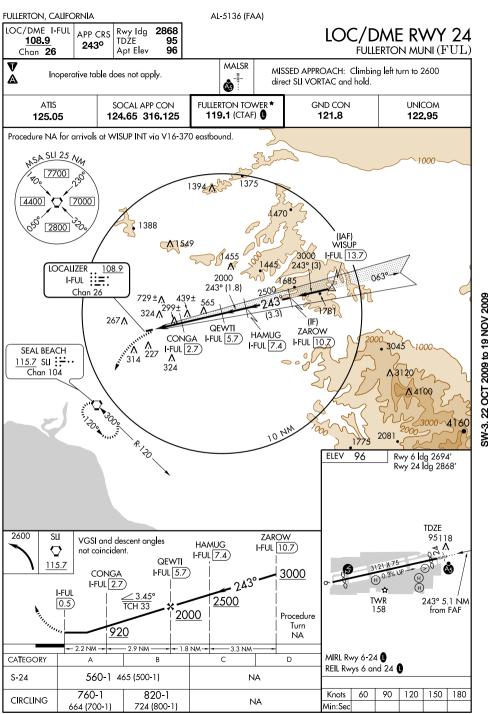


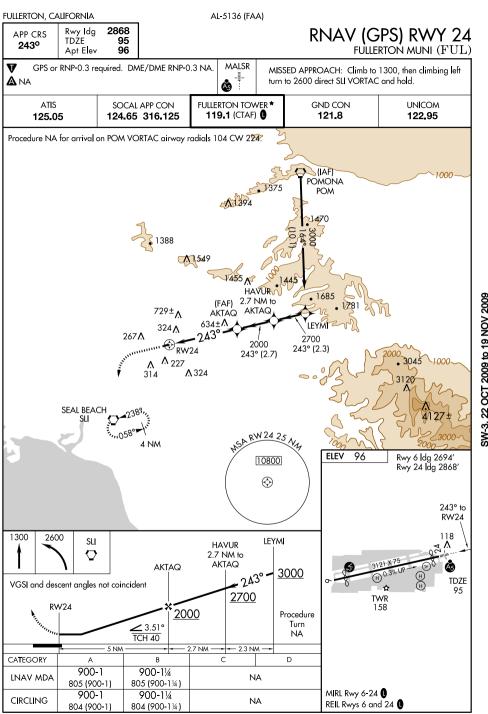


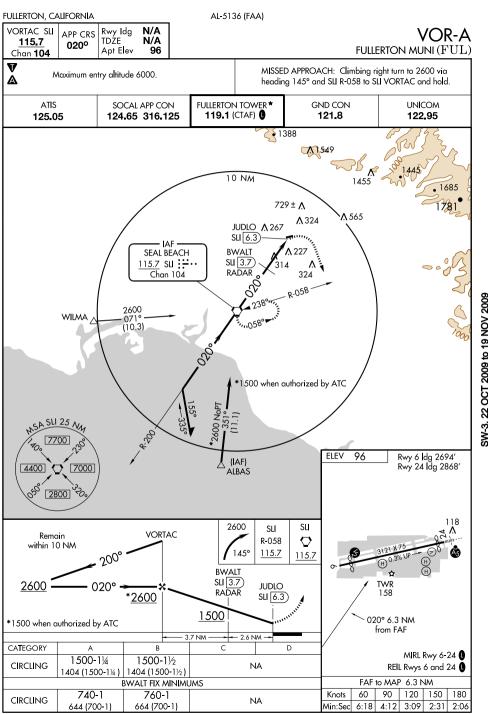


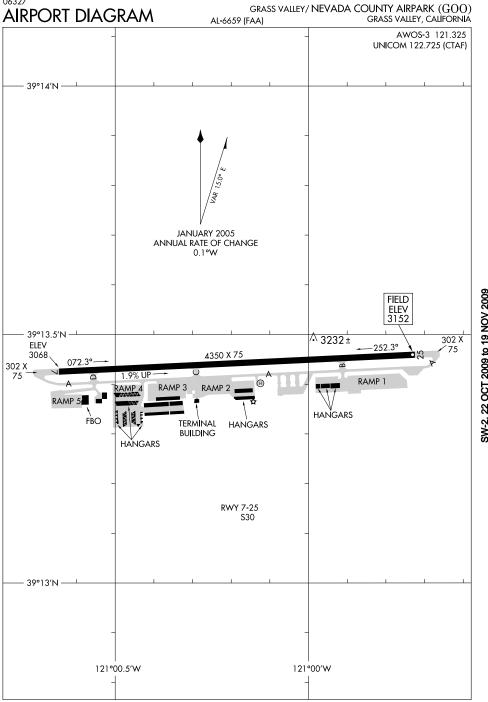
(ANAHM3.SLI) 08045 FULLERTON MUNI (FUL) ANAHEIM THREE DEPARTURE SL-5136 (FAA) FULLERTON, CALIFORNIA V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 6: Turn right heading 120° for radar vectors to SLI VORTAC. Thence TAKE-OFF RUNWAY 24: Turn left heading 120° for radar vectors to SLI VORTAC. Thence. . . . . . . .via (transition) or (assigned route). Maintain 2000 feet. Expect clearance to filed altitude 10 minutes after departure. HECTOR TRANSITION (ANAHM3.HEC): From over SLI VORTAC via SLI R-058 and PDZ R-238 to PDZ VORTAC, then via PDZ R-012 and HEC R-232 to HEC VORTAC. LAKE HUGHES TRANSITION (ANAHM3.LHS): From over SLI VORTAC via SLI R-058 and PDZ R-238 to POXKU INT, then via POM R-164 to BAYJY INT, then via VNY R-095 to DARTS INT. Thence via SLI R-319 and LHS R-139 to LHS VORTAC. VENTURA TRANSITION (ANAHM3.VTU): From over SLI VORTAC via SLI R-251 to WILMA INT, then via LAX R-123 to LAX VORTAC, then via LAX R-276 and VTU R-093 SW-3, 22 OCT 2009 to 19 NOV 2009 to VTU VOR/DME.

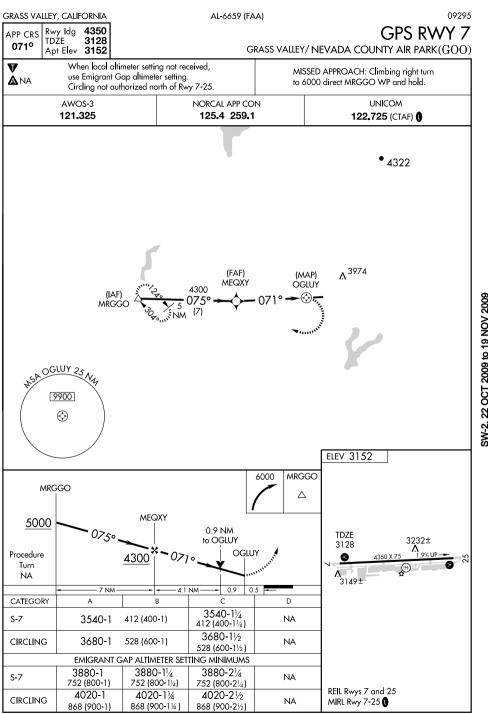


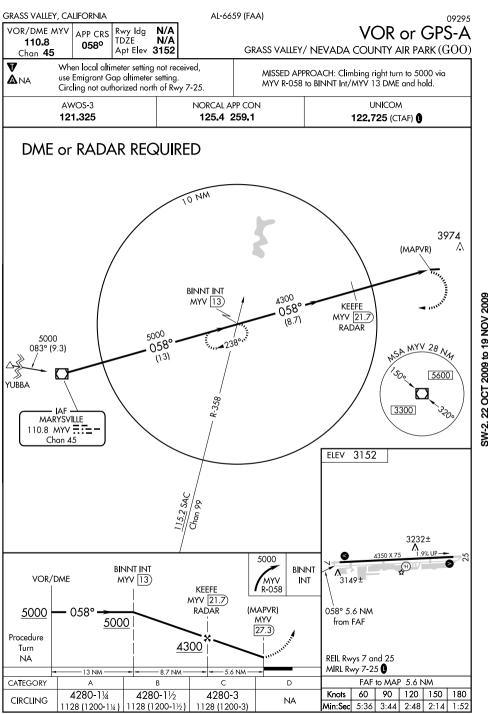


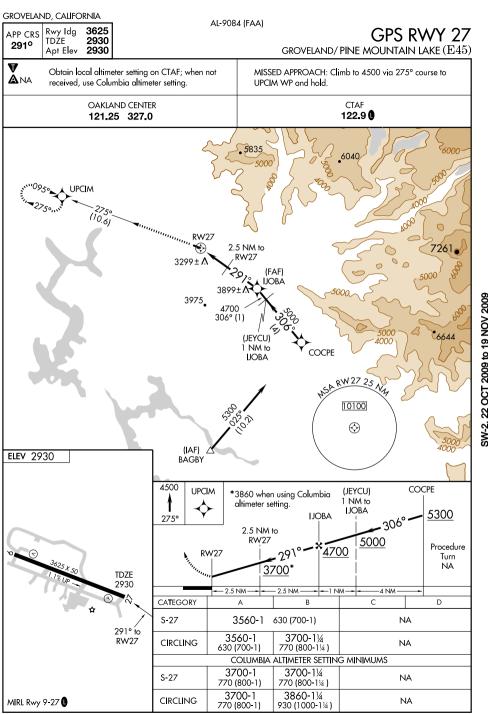


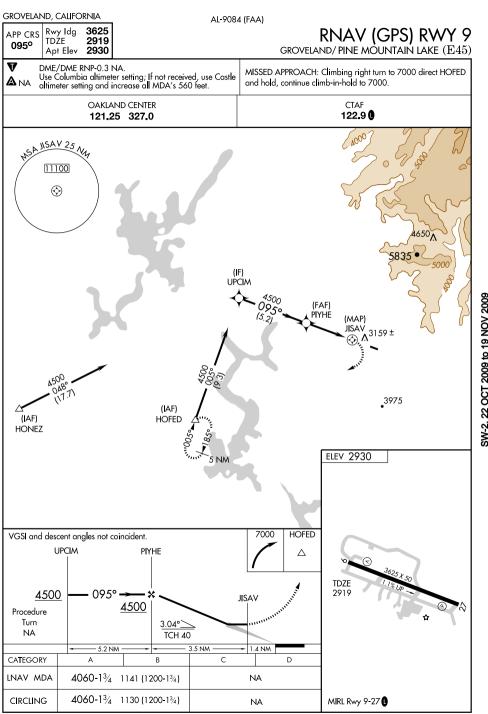


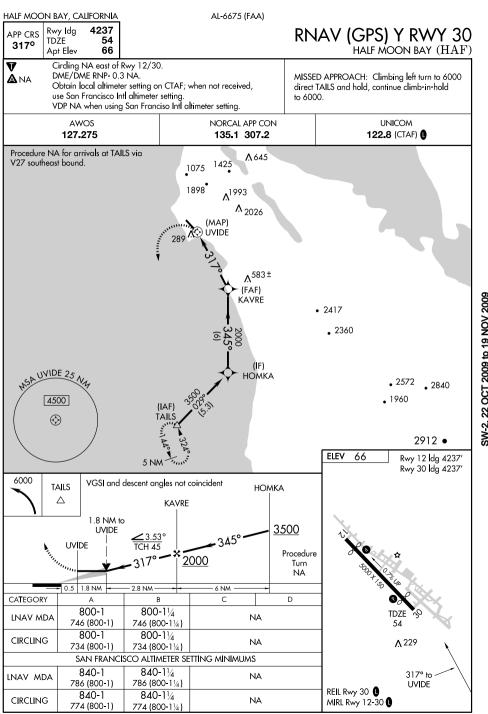


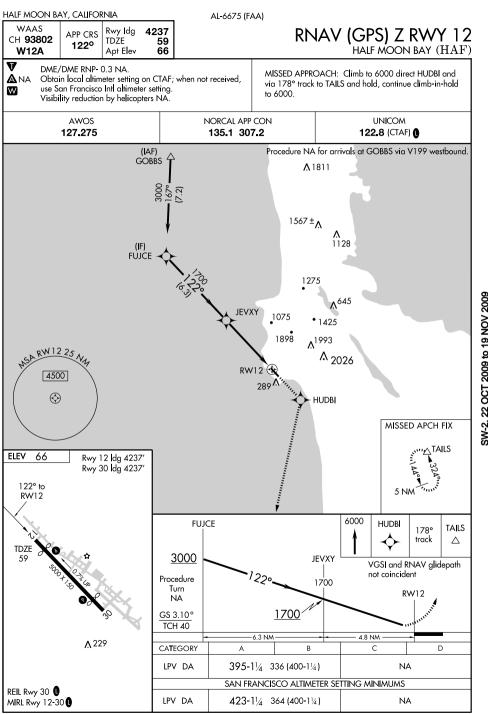


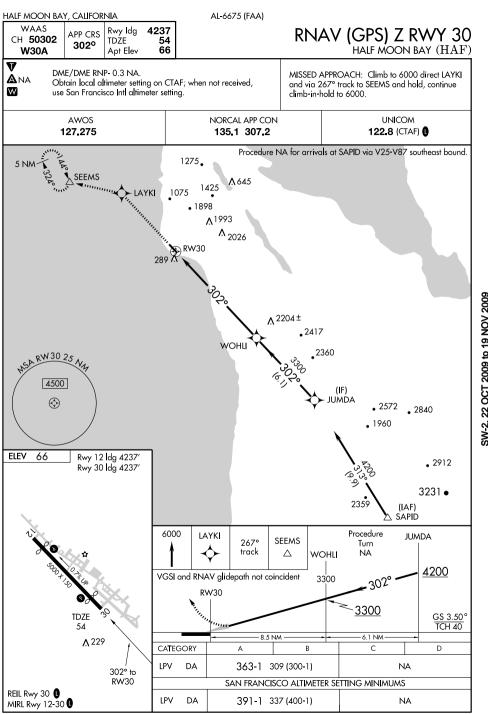


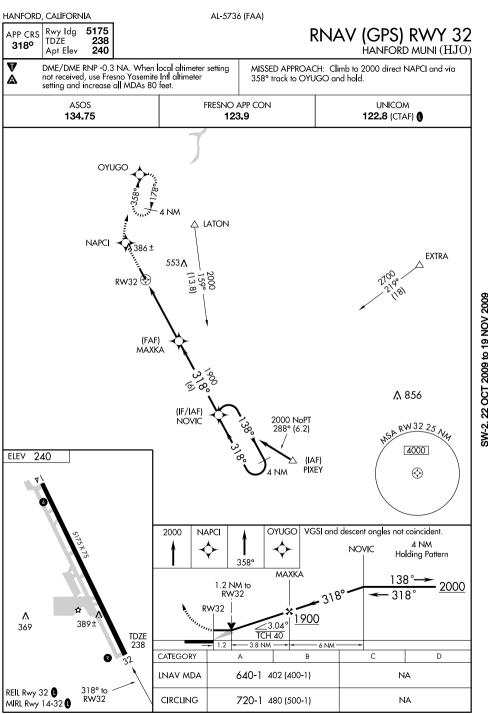


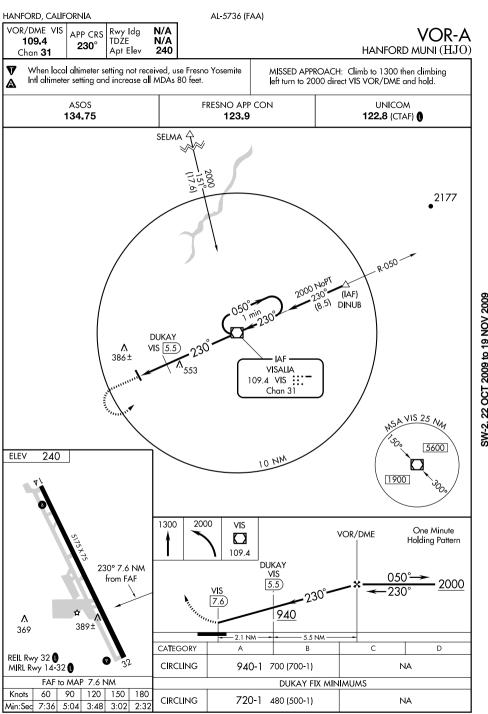


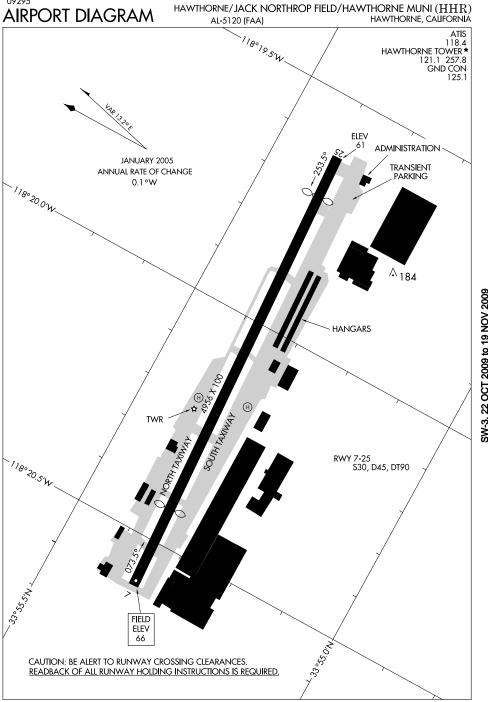


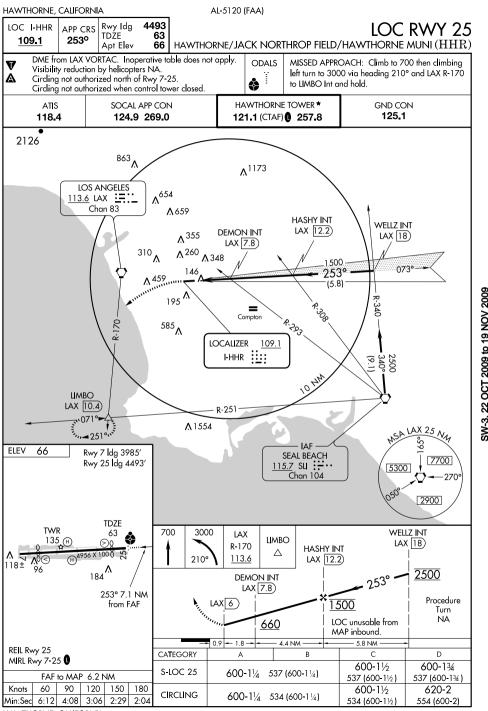


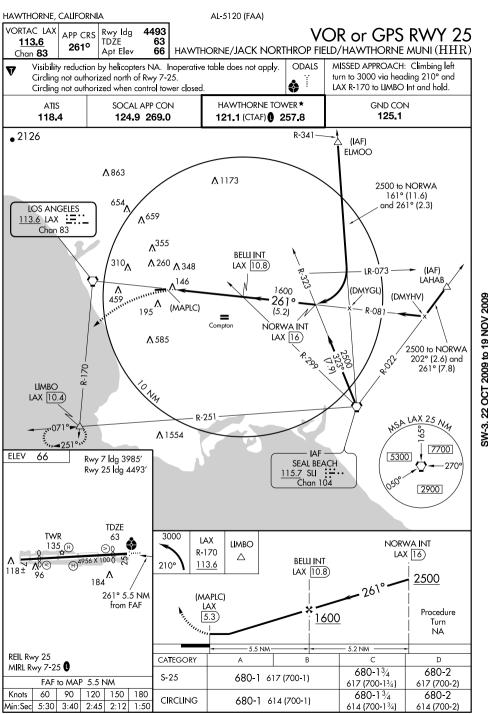


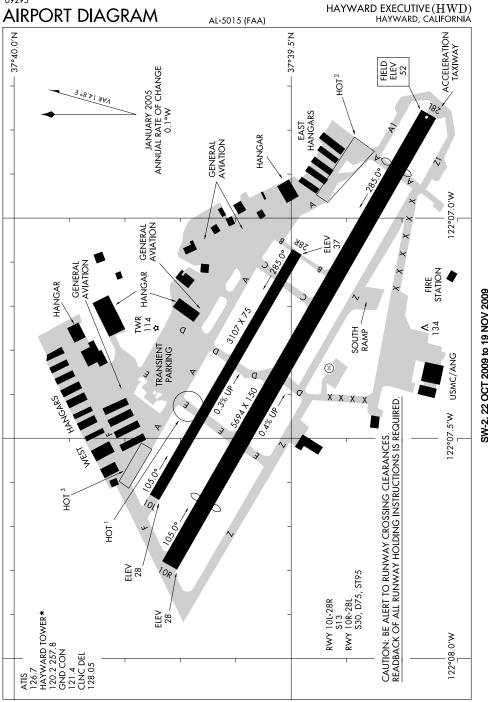


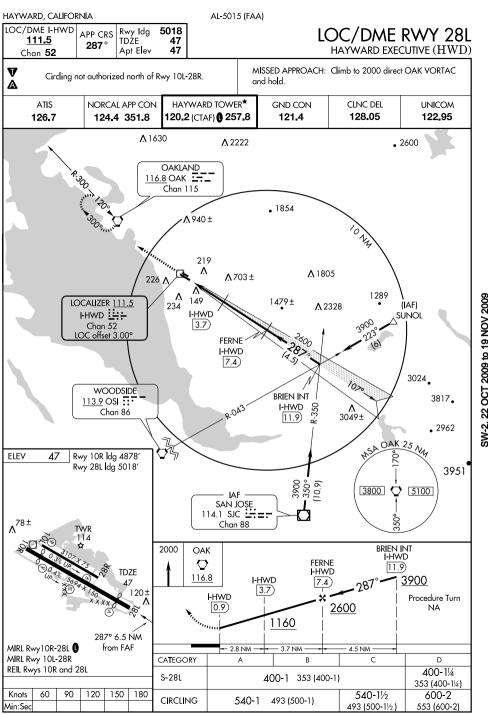


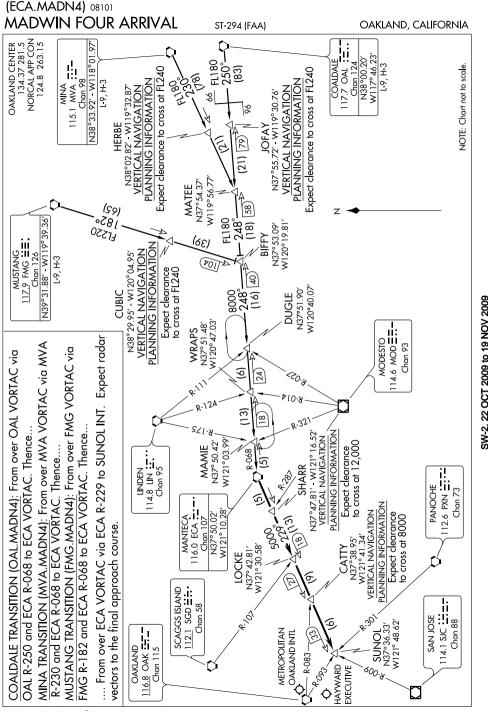


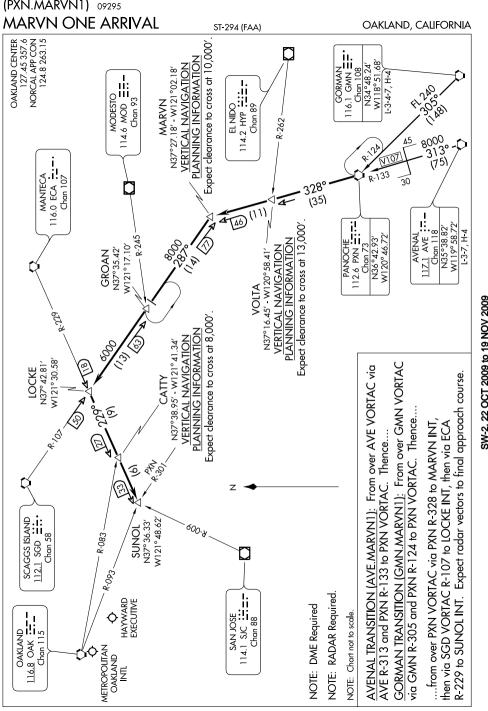


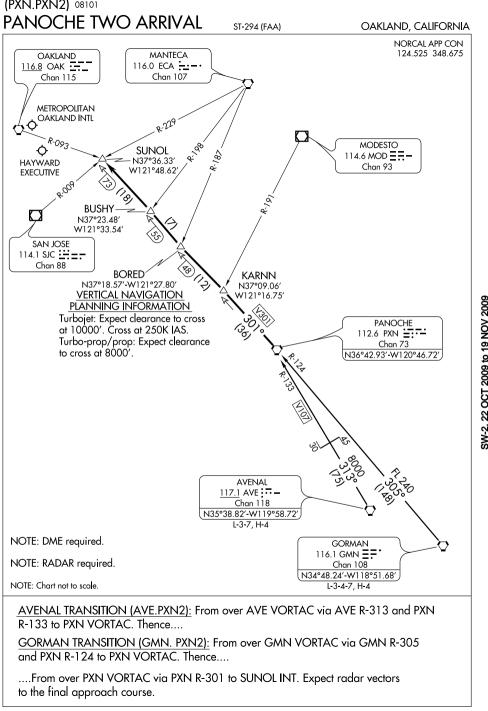


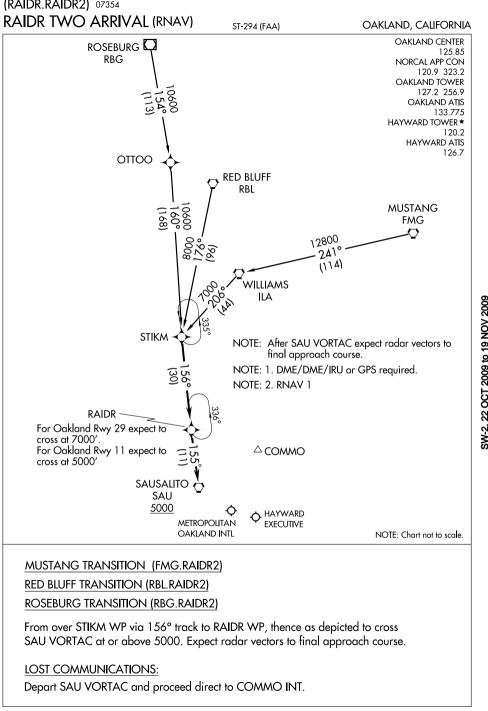






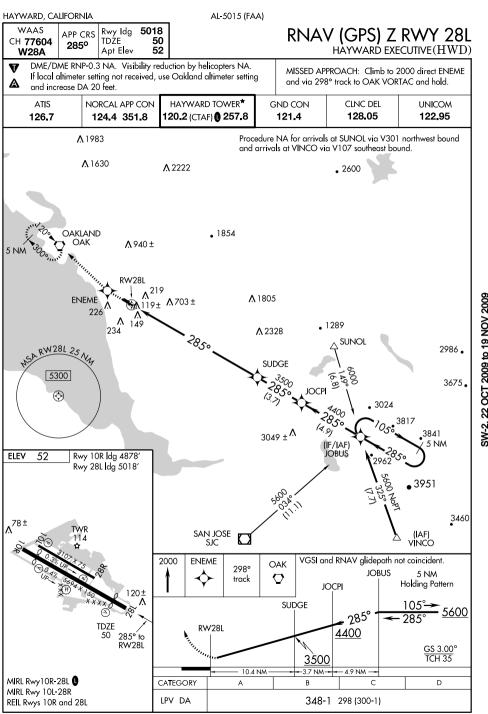


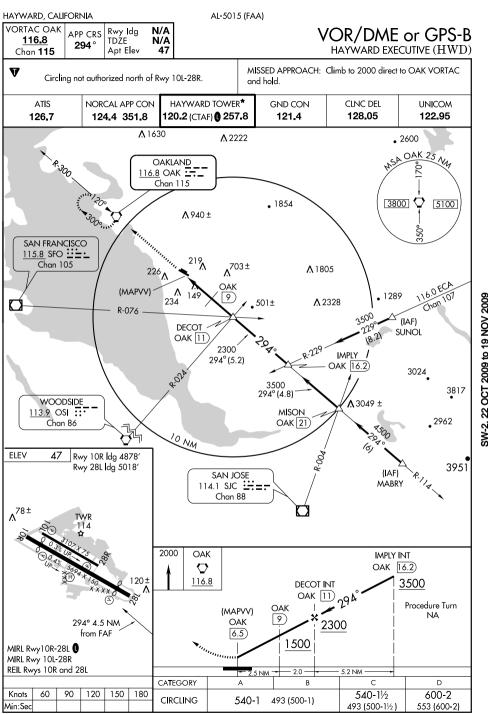


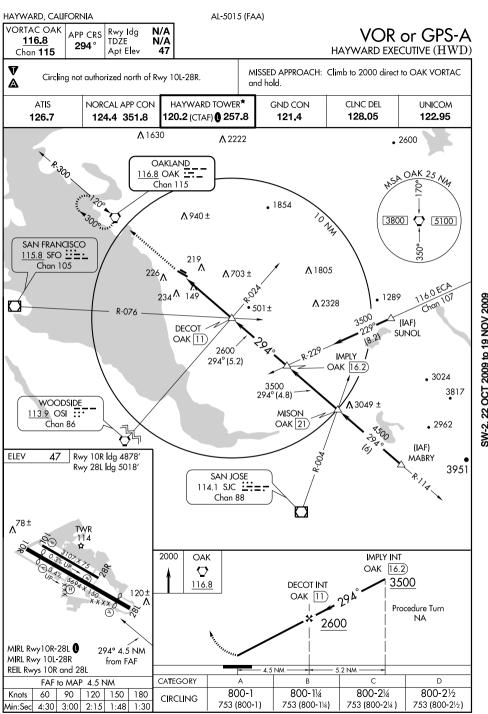


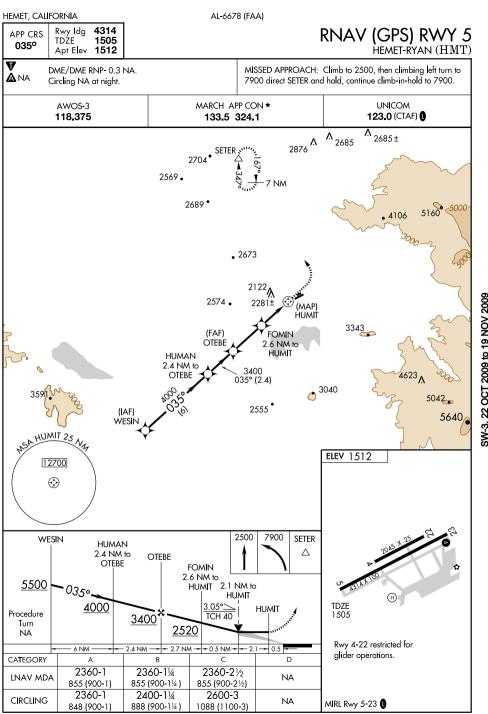
HAYWARD, CALIFORNIA AL-5015 (FAA) Rwy Ida 5018 RNAV (GPS) Y RWY 28L APP CRS TDŹE 50 2990 HAYWARD EXECUTIVE (HWD) Apt Elev 52 Circling NA north of Rwy 10L-28R. DME/DME RNP-0.3 NA. v MISSED APPROACH: Climb to 2000 direct EROTE If local altimeter setting not received, use Oakland altimeter setting and via 292° track to OAK VORTAC and hold. Δ and increase all MDAs 20 feet. Visibility reduction by helicopters NA. NORCAL APP CON HAYWARD TOWER<sup>★</sup> GND CON CLNC DEL ATIS UNICOM 121.4 128.05 122.95 126.7 124.4 351.8 120.2 (CTAF) 0 257.8 Procedure NA for arrivals at SUNOL via V301 northwest bound and arrivals at VINCO via V107 southeast bound. OAKLAND . 1854 ÖAK **∧** 940 ± **EROTE** 219 Λ 1805 **∧**703 ± 226 1 157± 234 ∧ **∧** 499 ± . 1289 Λ 2328 RW28L SUNOL **DUKCA** 3.6 NM to (FAF) CASGO RW28L NSA RW28L 25 NA 3024 **BIGSE** . 3817 3049 ± 5300 3841  $\bigcirc$ 2962 6.0) (IF/IAF) 3951 ALEYA 52 5 NM **ELEV** Rwy 10R ldg 4878' (6,6) Rwy 28L lda 5018' (IAF) VINCO (IAF) SAN JÓSE 5400 NoPT SIC 283° (7.6) ۸<sup>78±</sup> TWR 2000 **EROTE** VGSI and descent angles not coincident. OAK 292° ALEYA 5 NM  $\Diamond$ track Holding Pattern **BIGSE** CASGO DUKCA 3.6 NM to 304° 120± RW28L RW28L 3700 ≤ 3.34° .299°•**\*** TCH 35 2900 **TDZE** 50 1360 299° to - 3.6 NM -- 4.4 NM → -3.2 NM -6.8 NM -RW28L C CATEGORY Α 460-11/4 410 (500-11/4) LNAV MDA 460-1 410 (500-1) MIRL Rwy10R-28L (L) MIRL Rwy 10L-28R 540-11/2 620-2 CIRCLING 540-1 488 (500-1) REIL Rwys 10R and 28L 488 (500-11/2) 568 (600-2)

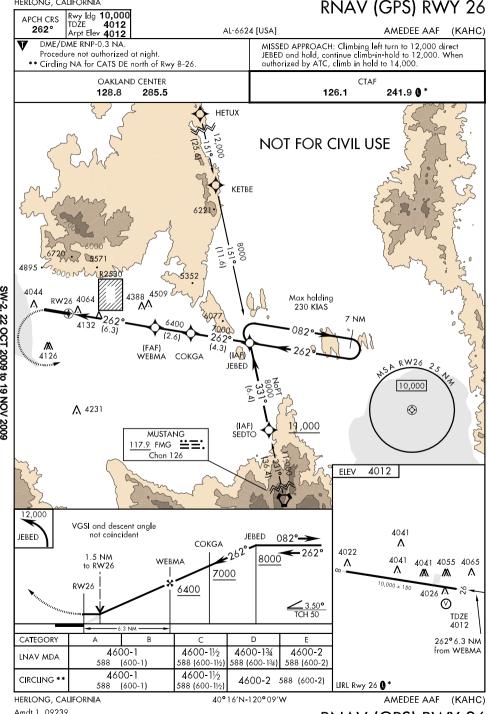
22 OCT 2009 to 19 NOV 2009

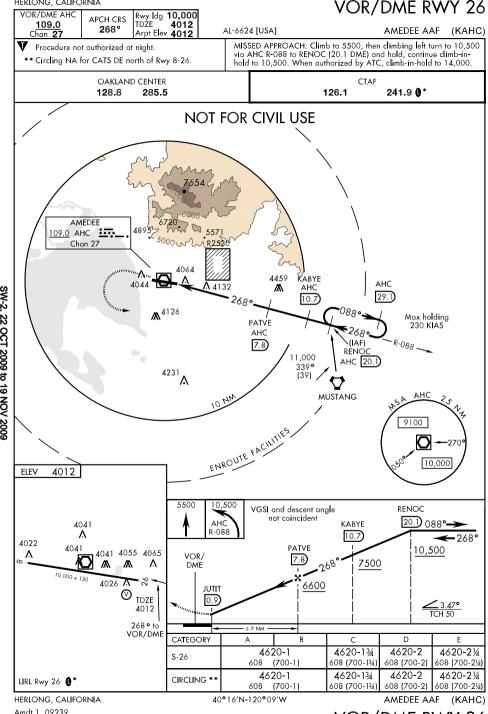




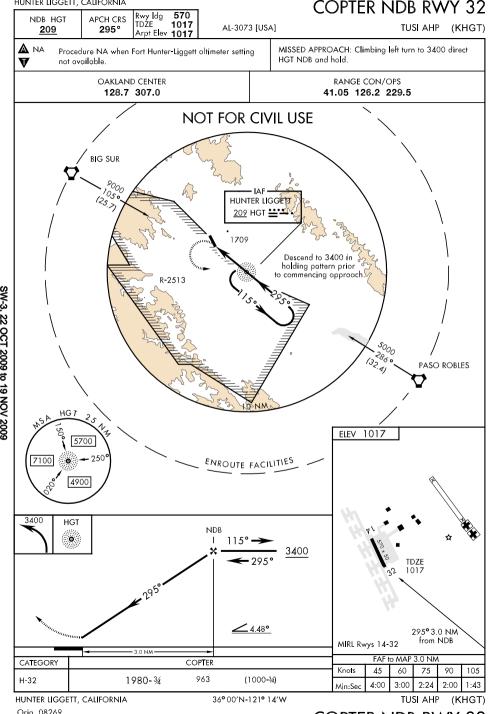


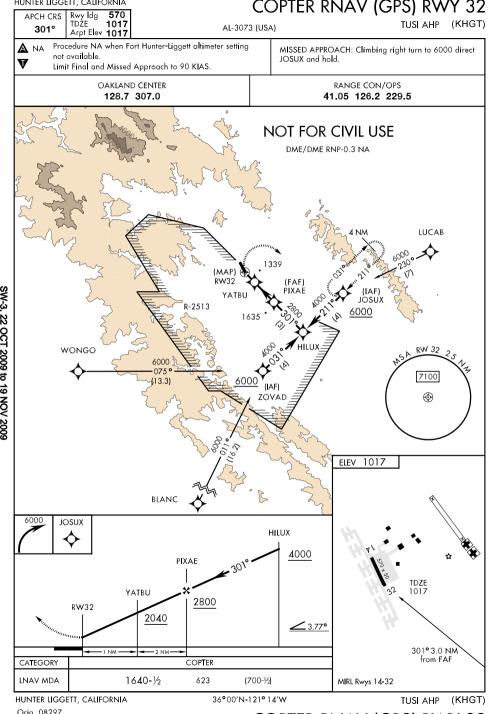


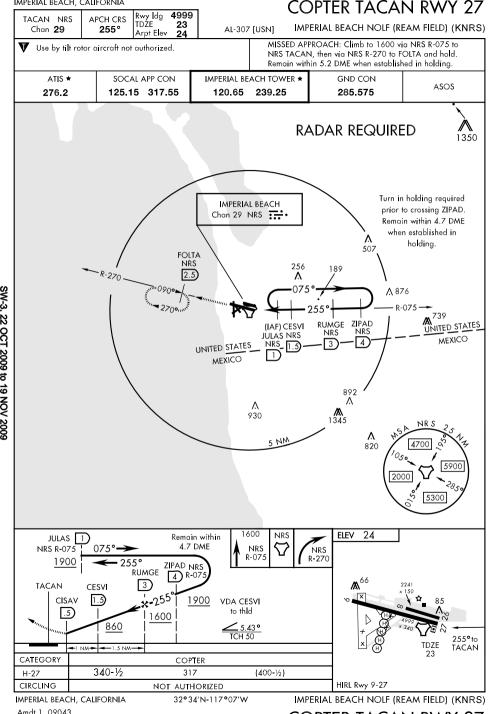


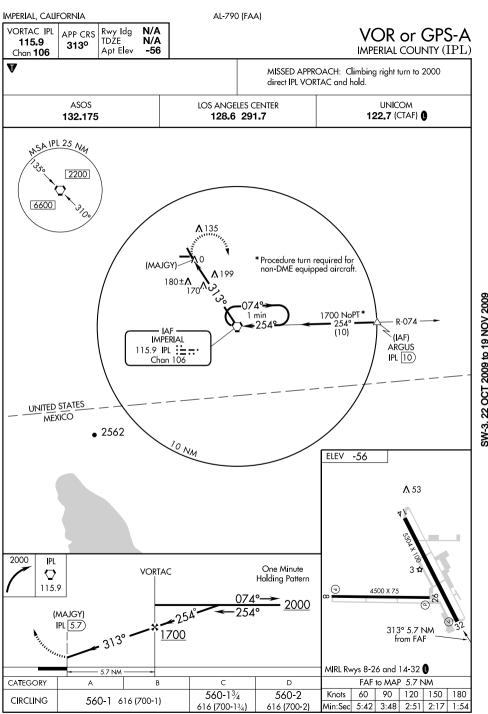


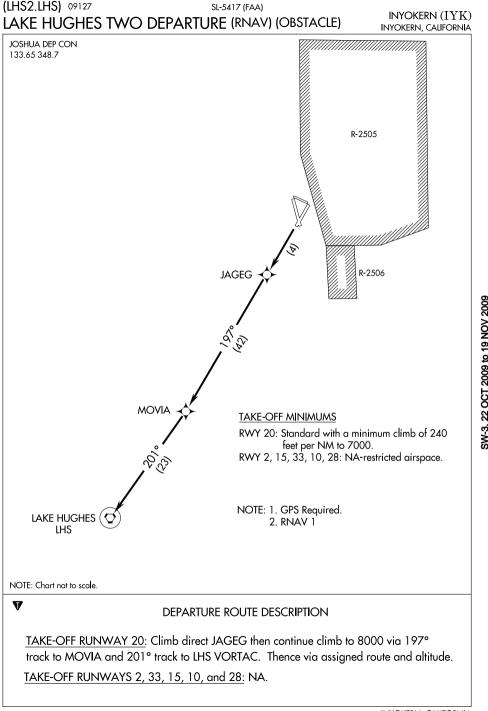
HOLLISTER, CALIFORNIA AL-6785 (FAA) WAAS 6350 Rwy Ida APP CRS RNAV (GPS) RWY 31 CH **93806** TDŹE 230 307° HÖLLISTER MUNI (CVH) Apt Elev 230 W31A DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Norman Y. Mineta (KSJC) San Jose Intl altimeter setting A MISSED APPROACH: Climb to For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 7000 direct ZEDOX and via 260° track to SANTY and hold, continue climb-in-hold to 7000. When local altimeter setting not received, use Norman Y. Mineta (KSJC) San Jose Intl altimeter setting, and increase all DAs/MDAs 120 feet and all visibilities ½ mile. VDP NA when using Norman Y. Mineta (KSJC) San Jose Intl altimeter setting. AWOS-3 NORCAL APP CON UNICOM 120.425 123.0 (CTAF) ( 124.525 348.675 3481 NSA RW31 25 NA .....260°...... **ZEDOX** 5600 MISSED APCH FIX **(** •1184 3801 3112 619± 10 € A 819± KAZWY 4.4 NM to SW-2 22 OCT 2009 to 19 NOV 2009 **∧**1279± RW31 (FAF CAMAF ۸<sup>3479</sup> JINDI 2700 °3525 307° (2.4) (IF) **IGRUC** 4000 304° (2.4) 3274 HARTU KEKDY A 2965 Procedure NA for arrivals at RANCK via V485 southeast bound. WAKAM (IAF) 5200 ELEV 230 RÙDNY / 025° (3.1) 2687 (IAF) 3992 3465 ∧ RÁNĊK 7000 ZEDOX 260° SANTY Procedure Turn track NA Δ **IGRUC** IINDI CAMAF \*LNAV only KAZWY 4000 \*1.9 NM to 4.4 NM to -307° RW31 RW31 ▶ RW31 3300 GS 3.00° ۸<sup>330±</sup> 1580\* 2700 TCH 40 1.9 NM - 2.5 NM--3.1 NM -2.4 NM 3.6 NM CATEGORY D Α **TDZE** 553-11/4 323 (400-11/4) I PV NA DA 230 LNAV/ DA 801-2 571 (600-2) NA VNAV 307° to 880-13/4 RW31 LNAV MDA 880-1 650 (700-1) NA 650 (700-13/4) MIRL Rwys 6-24 and 13-31 880-13/4 CIRCLING 880-1 650 (700-1) NA REIL Rwys 13, 24 and 31 650 (700-134)





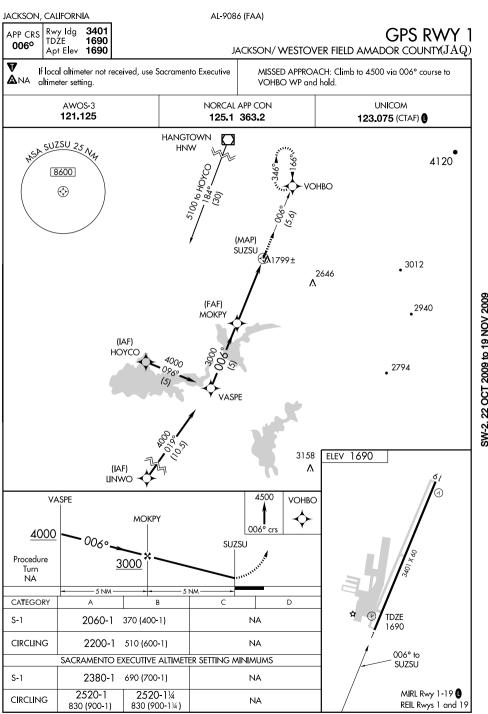


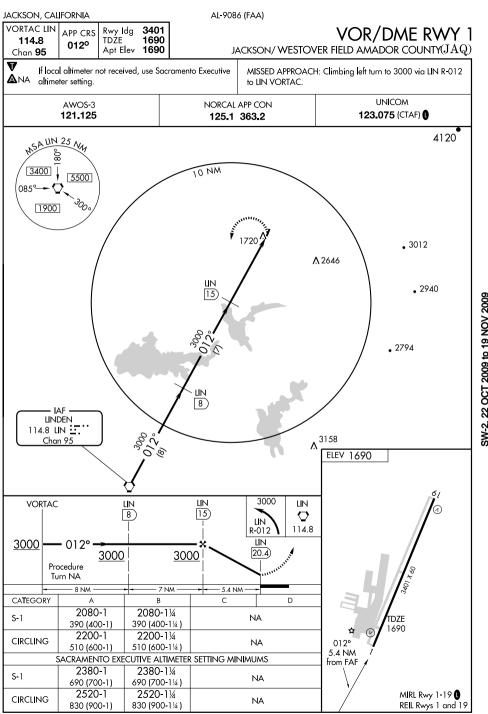


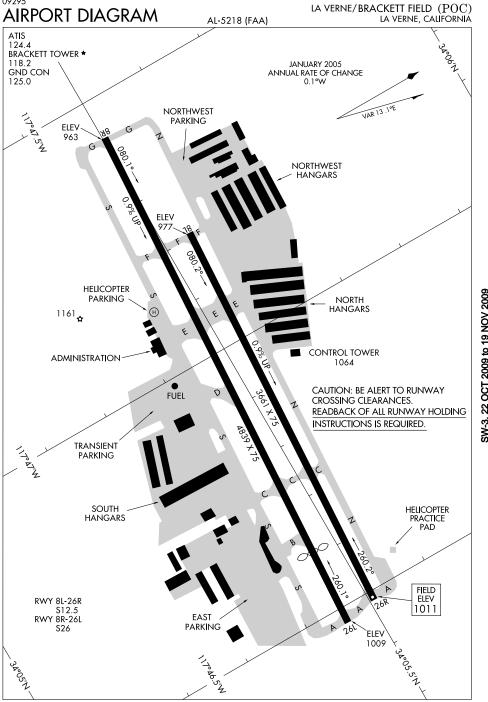


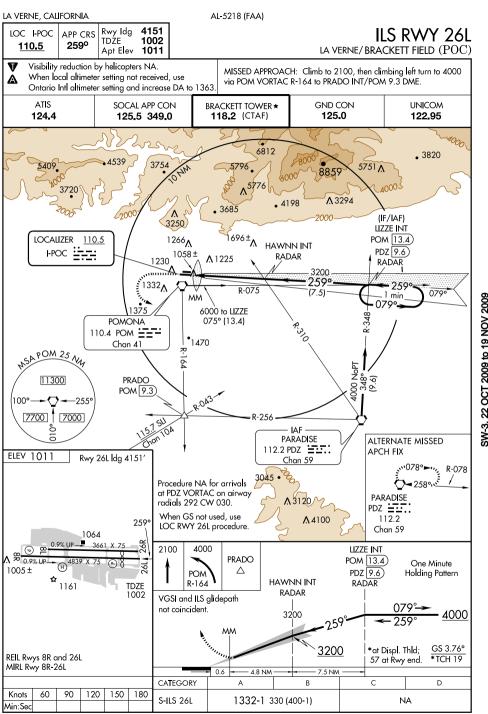
INYOKERN, CALIFORNIA AL-5417 (FAA) Rwy Idg 6275 RNAV (GPS) Y RWY 2 APP CRS TDZE 2442 0170 INYOKERN (IYK) 2457 Apt Elev GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. v MISSED APPROACH: Climbing right turn to 8600 direct Except for operators with approved weather reporting service, use **A**NA MIGPE WP then left turn via 197° track to ASUYU WP NAS China Lake altimeter setting, if not available procedure NA. and hold. Procedure NA at night. JOSHUA APP CON UNICOM 133.65 348.7 122.8 (CTAF) 0 R-2505 Fly visual 7294 to airport R-2506 BISAC (FAF) DIVAC 5300 to Divac 017° (8) 6274 BACRA 5997 SW-3 22 OCT 2009 to 19 NOV 2009 (IAF) ASUÝU 15 NM 8600 NSA BISAC 25 NA 017° (5) FEEDER FACILITIES 10800 CETEG  $\bigcirc$ ENROUTE FACILITIES 10000 MOVIA 017° (14) **ELEV 2457** 11000 MIRL Rwys 15-33, 2-20, and 10-28 LAKE HUGHES 021° (23.5) LHS ς 7 NM 8600 ASUYU MIGPE **ASUYU** BACRA 197° 8600 DIVAC 0170 Fly visual to BISAC 7000 the airport 017° (5) Procedure 5300 Turn 3.32°<u>≤</u> NA TCH 40 8 NM -3 NM -- 5 NM TDZE 10 NM -2442 CATEGORY D 4100-3 NA LNAV MDA 4100-2 1658 (1700-2) 1658 (1700-3) 017° to 4100-3 NA CIRCLING 4100-2 1643 (1700-2) RW02 1643 (1700-3)

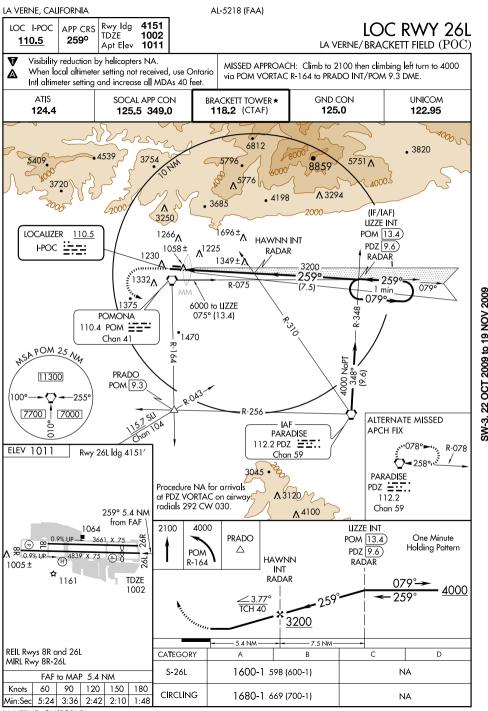
INYOKERN, CALIFORNIA AL-5417 (FAA) Rwy Idg 6275 RNAV (GPS) Z RWY 2 APP CRS TDŹE 2442 0170 Apt Elev **2457** INYOKERN (IYK) GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. MISSED APPROACH: Climb to 4000 then climbing Except for operators with approved weather reporting services, use  $\mathbf{A}$ NA NAS China Lake altimeter setting, if not available procedure NA. right turn to 8600 direct ASUYU WP and hold. Procedure NA at night. Procedure NA when R-2505 or R-2506 active. JOSHUA APP CON UNICOM 133.65 348.7 122.8 (CTAF) 0 R-2505 RW02 7294 3246± JAGEG (FAF) 3 NM to ÀTLIŚ RW02 DIVAC. 4600 2 NM to 017° (2) ATLIS SW-3 22 OCT 2009 to 19 NOV 2009 (IAF) 15 NM ASUÝ FEEDER FACILITIES 8600 NSA RWOZ 25 Ny 017° (5) 10900 **CETEG** ENROUTE FACILITIES  $\Diamond$ 10000 MOVIA 017° (14) **ELEV 2457** 11000 021° (23.5) LAKE HUGHES MIRL Rwys 15-33, 2-20, and 10-28 LHS ς 8600 4000 ASUYL ASUYU BACRA DIVAC 2 NM to 8600 **ATLIS ATLIS** JAGFG 0170 3 NM to RW02 7000 3.32° \* TCH 40 RW02 5200 Procedure Turn 4600 NA 3540 10 NM -8 NM -2 NM 3 NM --3 NM **TDZE** CATEGORY 2442 3160-2 LNAV MDA 3160-1 NA 718 (800-1) 718 (800-2) 017° to 3160-2 NA CIRCLING 3160-1 703 (800-1) RW02 703 (800-2)

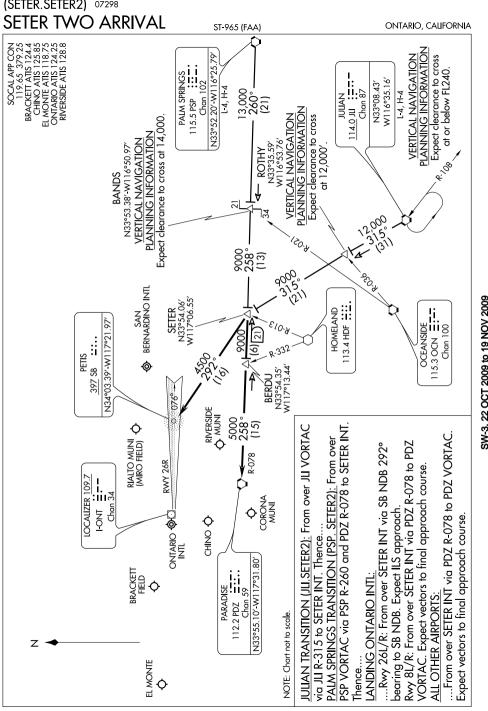


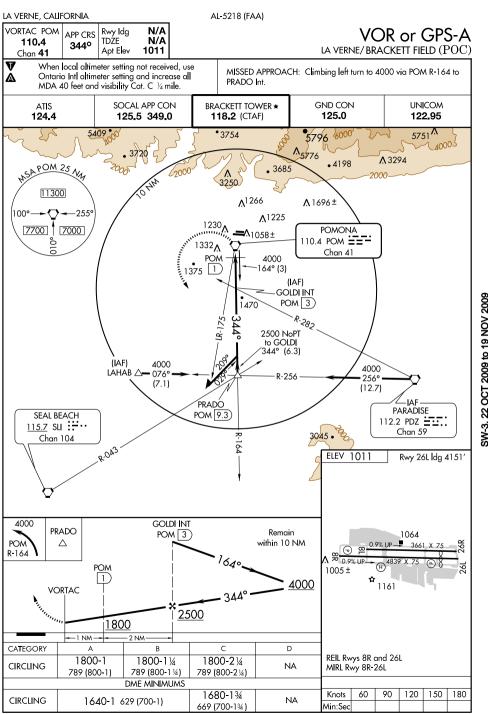


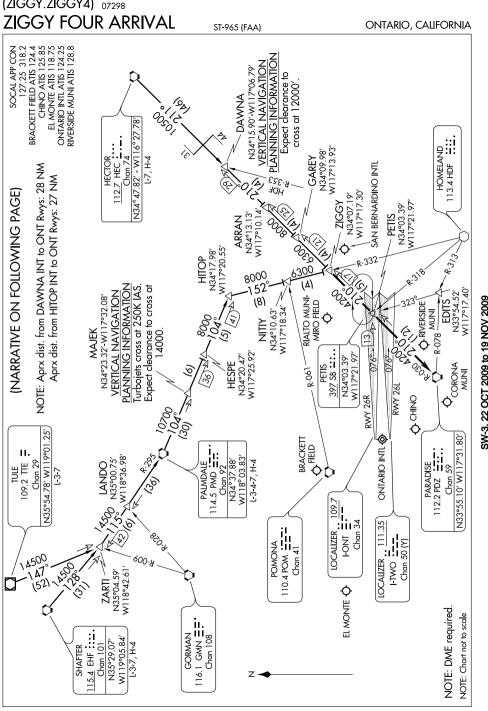












(ZIGGY.ZIGGY4) 06159 ZIGGY FOUR ARRIVAL

ST-965 (FAA)

ONTARIO, CALIFORNIA

## ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.ZIGGY4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to ZIGGY INT. Thence . . . .

PALMDALE TRANSITION (PMD.ZIGGY4): From over PMD VORTAC via PMD

R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . . SHAFTER TRANSITION (EHF.ZIGGY4): From over EHF VORTAC via EHF R-128 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

TULE TRANSITION (TTE.ZIGGY4): From over TTE VOR/DME via TTE R-147 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to 7IGGY INT. Theorem

R-332 to ZIGGY INT. Thence . . . .

## LANDING ONTARIO INTL:

.... RWY 8L/R: From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.

. . . . RWY 26 L/R: From over ZIGGY INT via direct PETIS NDB or PDZ R-030 to PETIS INT; expect radar vectors for ILS approach.

## ALL OTHER AIRPORTS:

.... From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course

to final approach course.

<u>LOST COMMUNICATIONS:</u> For Rialto, California, NDB-A approach, proceed from PDZ VORTAC via PDZ R-078 to EDITS INT, maintain 4200'.

SW-3, 22 OCT 2009 to 19 NOV 2009

LAKEPORT TWO DEPARTURE (RNAV)

SL-6939 (FAA)

TAKE-OFF MINIMUMS Rwy 10: Standard with minimum

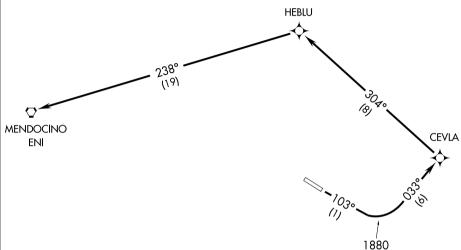
LAKEPORT/LAMPSON FIELD (102)

LAKEPORT, CALIFORNIA

Rwy 28: NA- Rapidly rising terrain.

NOTE: TAKE-OFF Rwy 10: Do not exceed 175 knots until passing HEBLU.

NOTE: 1. GPS Required. 2 RNAV 1



## Rwy 10: Vehicle on road 347' from DER, 7' right of centerline, 15' AGL/1394' MSL.

V

TAKE-OFF OBSTACLE NOTES

(LAKPT2.ENI) 09295

OAKLAND CENTER 127.8 353.5

AWOS-2

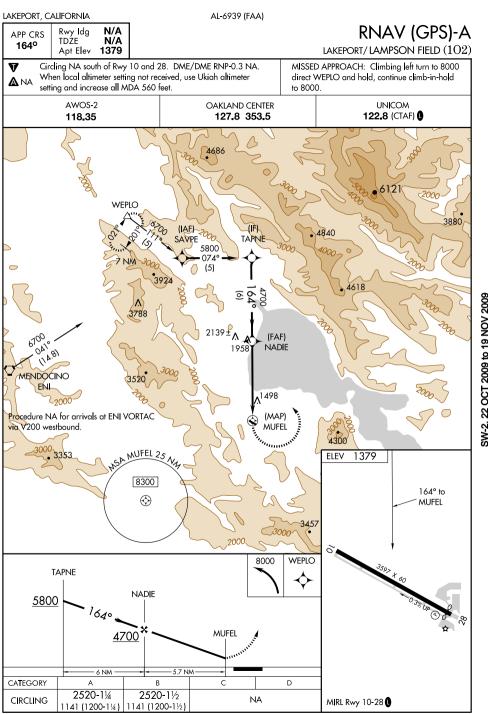
118.35

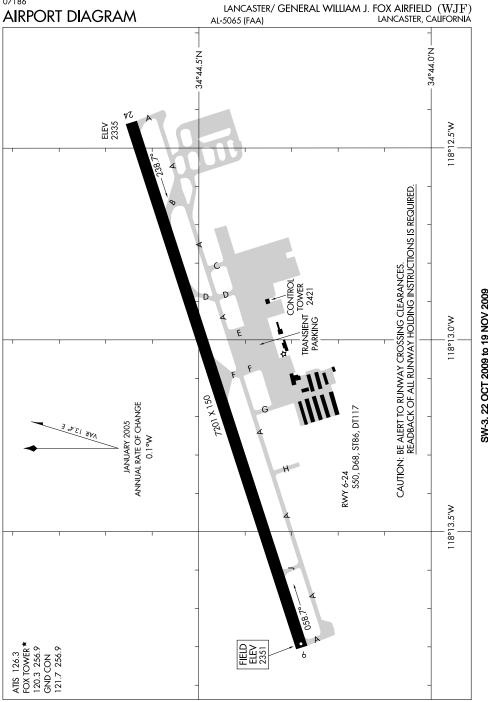
Trees beginning 280' from DER, 201' left of centerline, up to 100' AGL/1479' MSL. Trees beginning 494' from DER, 219' right of centerline, up to 100' AGL/1479' MSL.

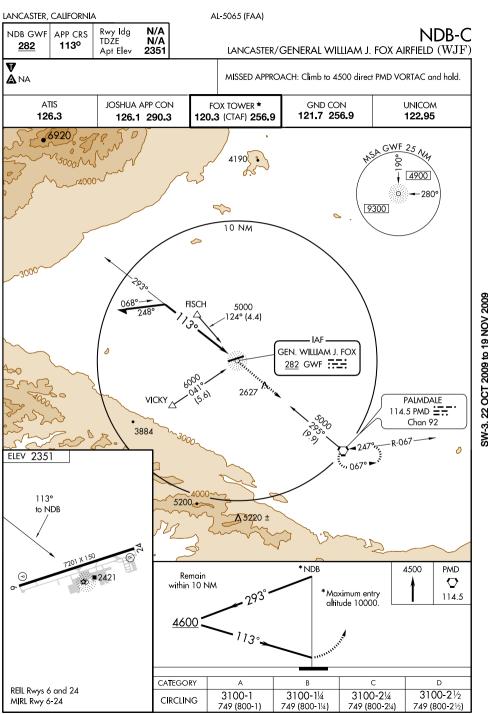
#### DEPARTURE ROUTE DESCRIPTION

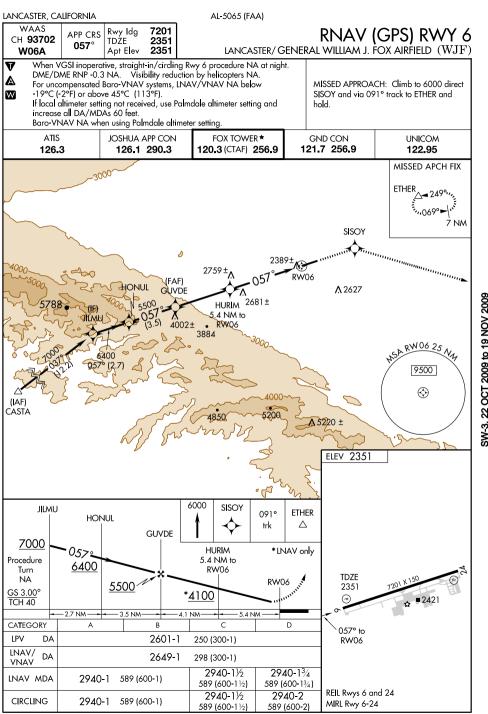
TAKE-OFF RWY 10: Climb heading 103° to 1880, then climb to 6000 on 033° course to CEVLA, then via 304° track to HEBLU, then via 238° track to ENI VORTAC, thence . . . .

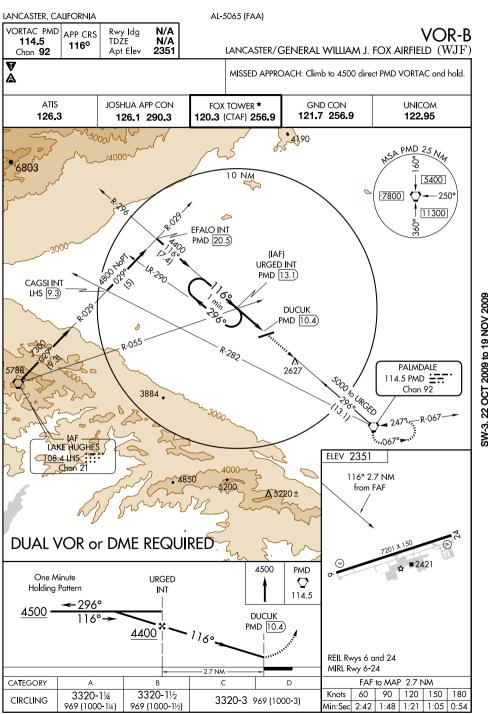
. . . . via assigned route, expect clearance to filed altitude 10 minutes after departure.

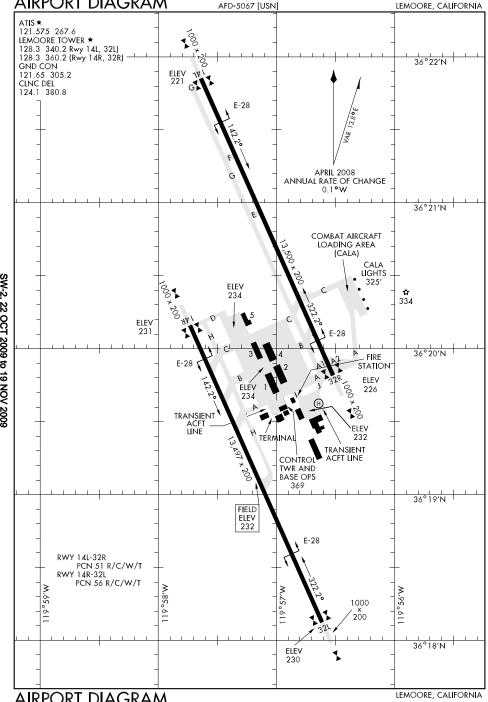


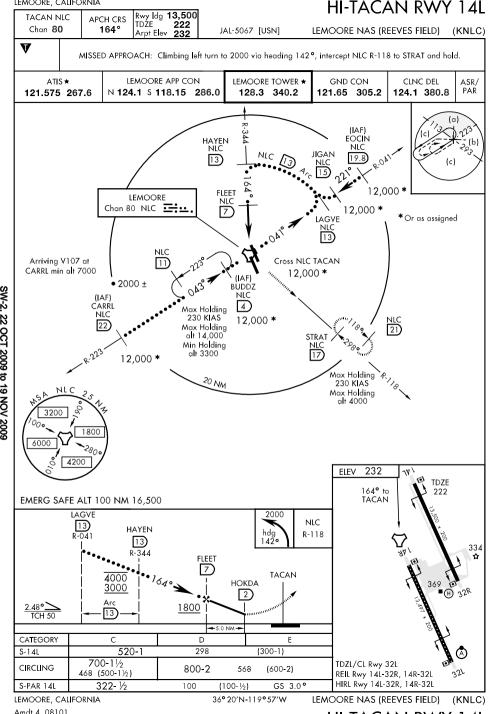


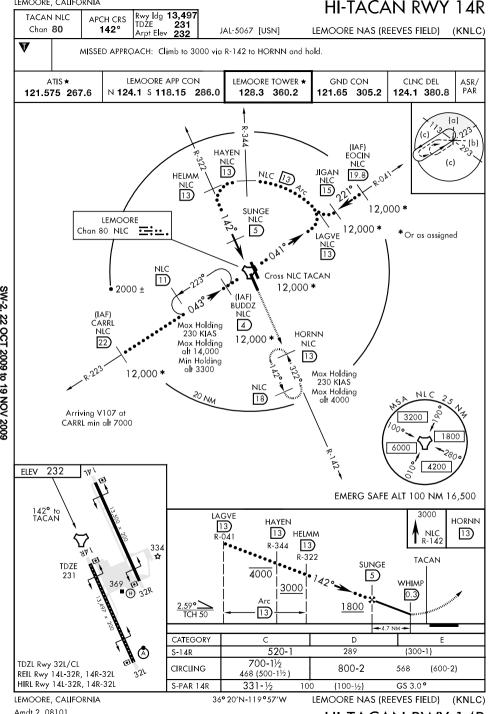


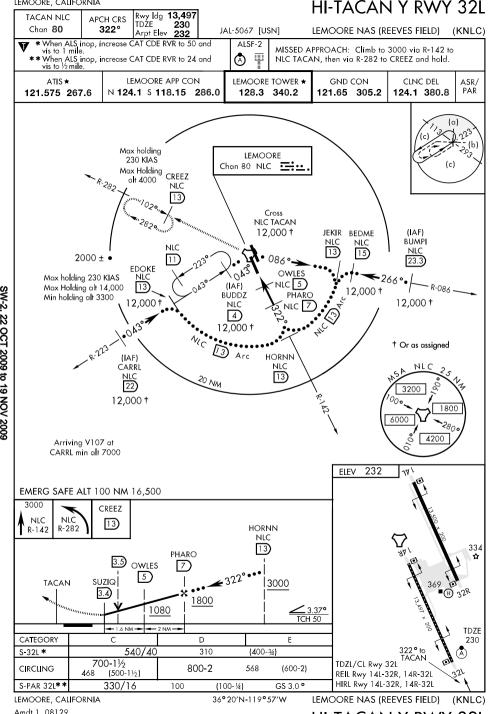


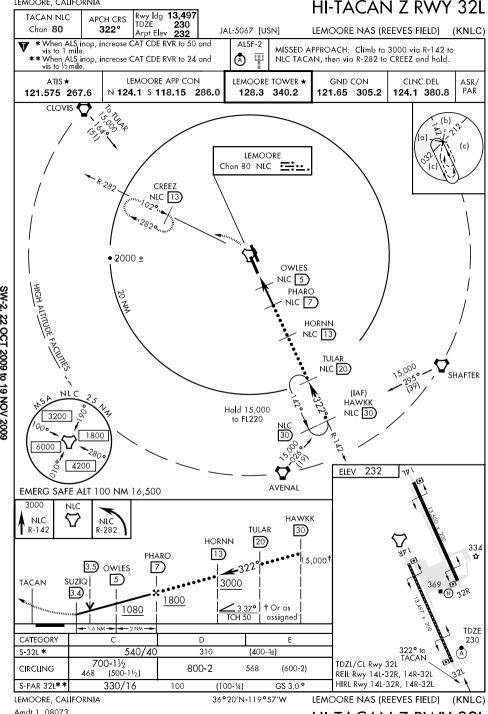


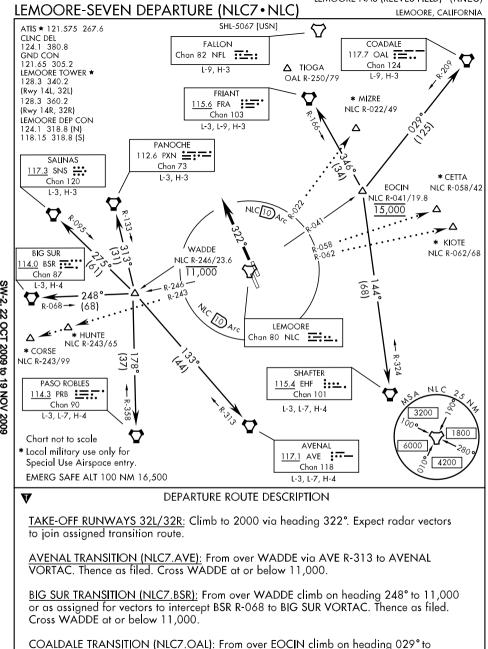












15,000 or as assigned for radar vectors to intercept OAL R-209 to COALDALE VORTAC.

(Continued on next page)

## LEMOORE-SEVEN DEPARTURE (NLC7 • NLC)

Thence as filed. Cross EOCIN at 15,000.

LEMOORE, CALIFORNIA

V

SW-2, 22 OCT 2009 to 19 NOV 2009

## DEPARTURE ROUTE DESCRIPTION (Continued)

CORSE TRANSITION (NLC7. CORSE): From over WADDE fly heading 246° for vectors to intercept NLC R-243 to CORSE. Cross WADDE at or below 11,000.

FALLON TRANSITION (NLC7.NFL): From over EOCIN fly heading 041° for vectors to FALLON TACAN. Then as filed. Cross EOCIN at 15,000.

FRIANT TRANSITION (NLC7.FRA): From over EOCIN via FRA R-166 to FRIANT VORTAC, Thence as filed, Cross EOCIN at 15,000.

HUNTE TRANSITION (NLC7.HUNTE): From over WADDE fly heading 246° for vectors to intercept NLC R-243 to HUNTE. Cross WADDE at or below 11,000.

MIZRE TRANSITION (NLC7.MIZRE): from over EOCIN fly heading 041° for vectors to intercept NLC R-022 to MIZRE. Thence as filed. Cross EOCIN at 15,000.

VORTAC. Thence as filed. Cross WADDE at or below 11,000. PASO ROBLES TRANSITION (NLC7.PRB): From over WADDE via PRB R-358 to PASO ROBLES VORTAC. Thence as filed. Cross WADDE at or below 11,000.

PANOCHE TRANSITION (NLC7.PXN): From over WADDE via PXN R-133 to PANOCHE

SALINAS TRANSITION (NLC7.SNS): From over WADDE climb on heading 275° to 11,000 or as assigned for vectors to intercept SNS R-095 to SALINAS VORTAC. Thence as filed. Cross WADDE at or below 11,000.

SHAFTER TRANSITION (NLC7.EHF): From over EOCIN via EHF R-324 to SHAFTER VORTAC. Thence as filed. Cross EOCIN at 15,000.

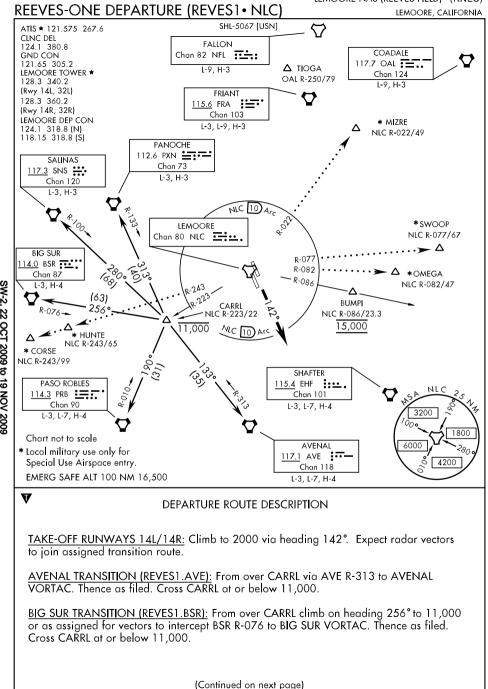
transition or route. Once established on departure radial climb to filed altitude.

TIOGA TRANSITION (NLC7.TIOGA): From over EOCIN fly heading 041° for vectors to TIOGA. Thence as filed. Cross EOCIN at 15,000.

LOST COMMUNICATIONS: If no transmissions are received within 8 DME of NLC TACAN, climb to 4000, fly departure heading to intercept NLC TACAN 10 mile arc, arc to respective departure radial then via departure radial to assigned departure fix. Then via assigned

LEMOORE-SEVEN DEPARTURE (NLC7 • NLC)

LEMOORE, CALIFORNIA



LEMOORE, CALIFORNIA

SHL-5067 [USN]

DEPARTURE ROUTE DESCRIPTION

VORTAC. Thence as filed. Cross CARRL at or below 11,000.

Cross CARRL at or below 11,000.

# (Continued)

CORSE TRANSITION (REVES1.CORSE): From over CARRL fly heading 270° for vectors to intercept NLC R-243 to CORSE. Cross CARRL at or below 11,000.

HUNTE TRANSITION (REVES1.HUNTE): From over CARRL fly heading 270° for vectors to intercept NLC R-243 to HUNTE. Cross CARRL at or below 11,000.

PANOCHE TRANSITION (REVES1.PXN): From over CARRL via PXN R-133 to PANOCHE

PASO ROBLES TRANSITION (REVES1.PRB): From over CARRL via PRB R-010 to PASO ROBLES VORTAC. Thence as filed. Cross CARRL at or below 11,000.

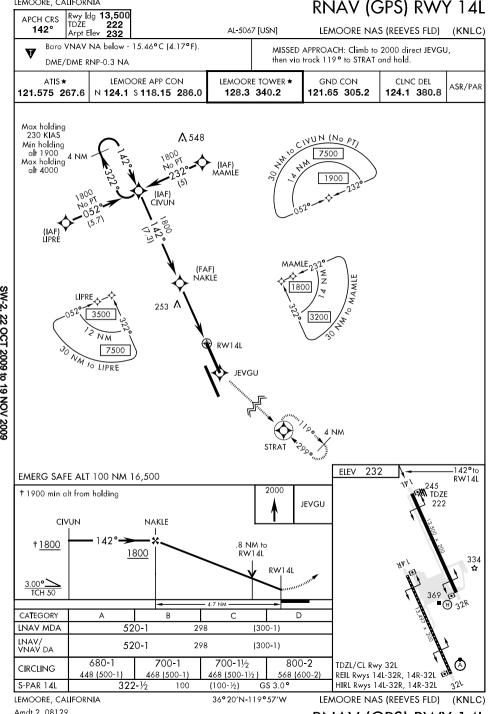
SALINAS TRANSITION (REVES1.SNS): From over CARRL climb on heading 280° to 11,000 or as assigned for vectors to intercept SNS R-100 to SALINAS VORTAC. Thence as filed.

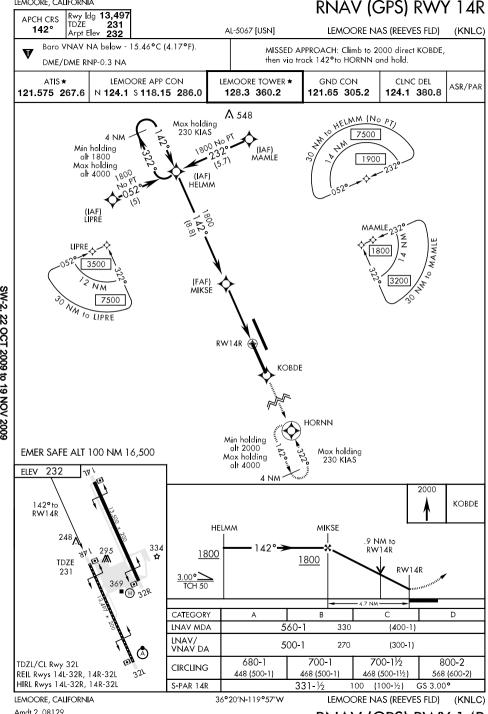
LOST COMMUNICATIONS: If no transmissions are received within 8 DME of NLC TACAN, climb to 4000, fly departure heading to intercept NLC TACAN 10 mile arc, thence...

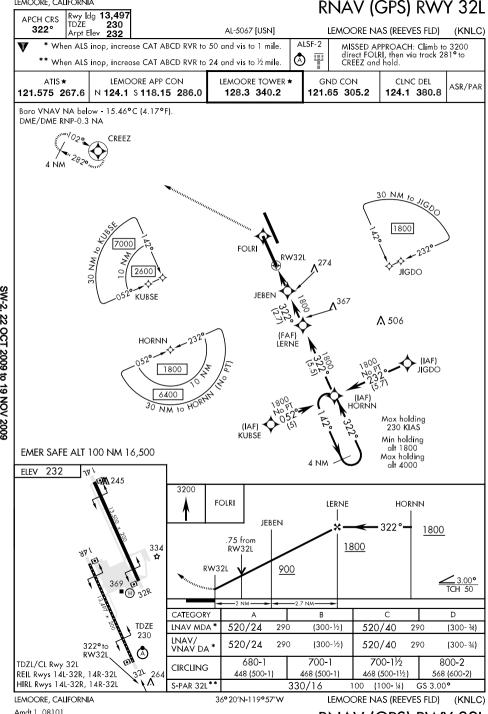
West bound Departures: Arc west of NLC TACAN via 10 mile arc to NLC R-223 to CARRL, then via assigned transition or route. Once established on departure radial climb to filed altitude. Cross CARRL at or below 11,000.

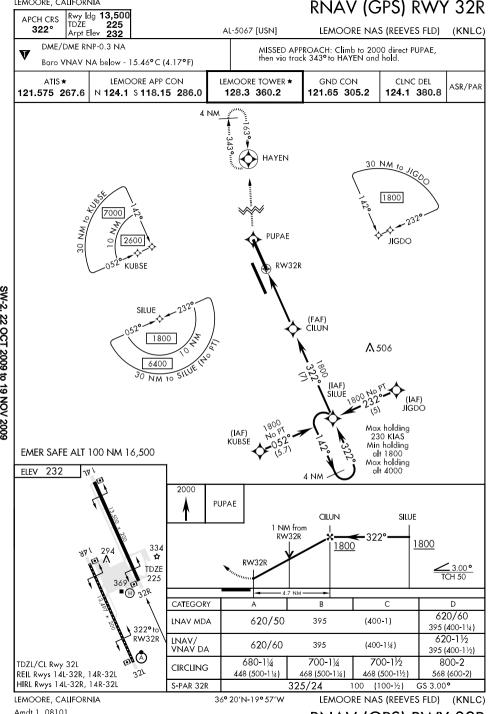
East bound Departures: Arc east of NLC TACAN via 10 mile arc to NLC R-086, then via NLC R-086 to BUMPI, then via assigned route. Once established on NLC R-086 climb to filed altitude. Cross BUMPI at 15,000.

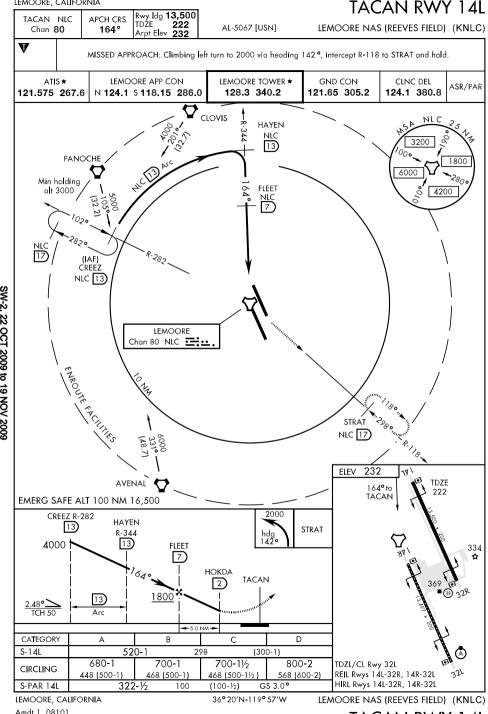
SW-2, 22 OCT 2009 to 19 NOV 2009

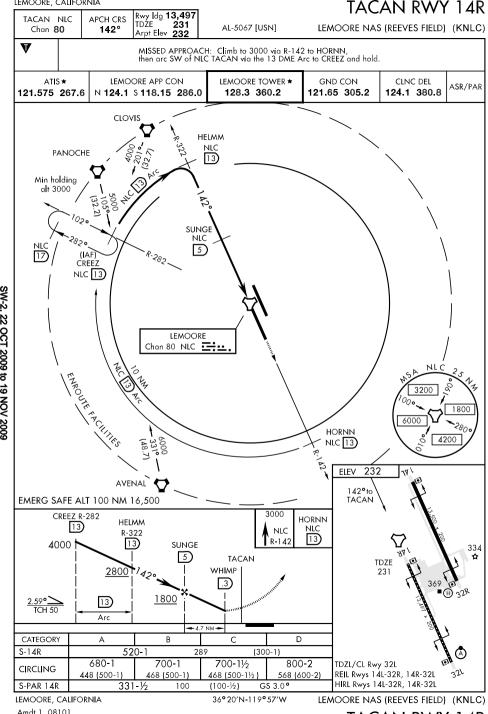


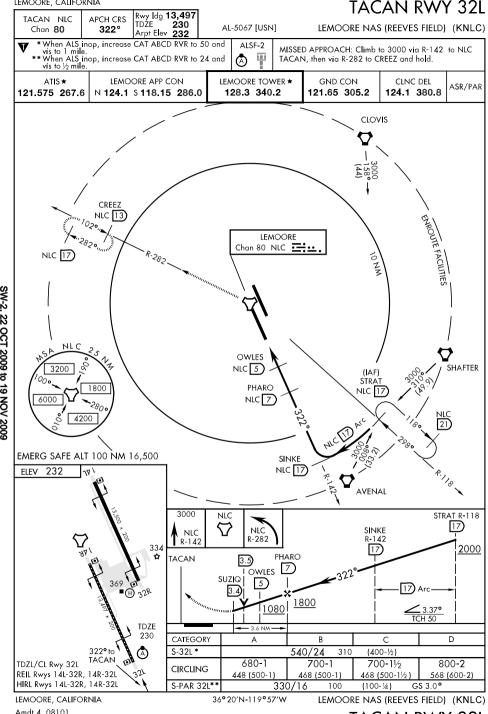


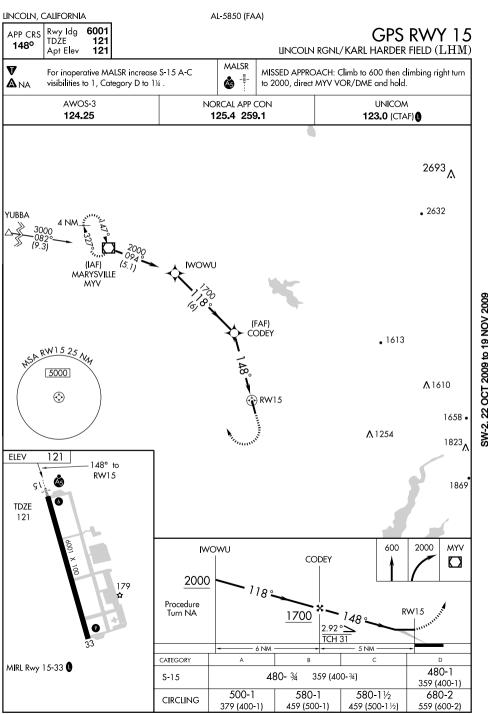


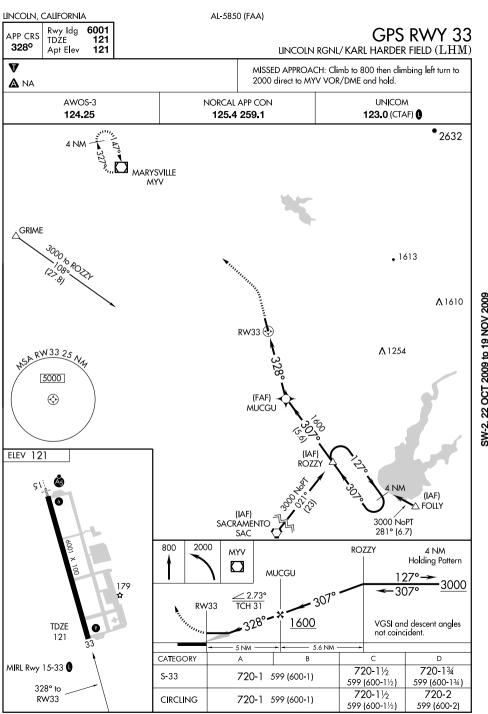


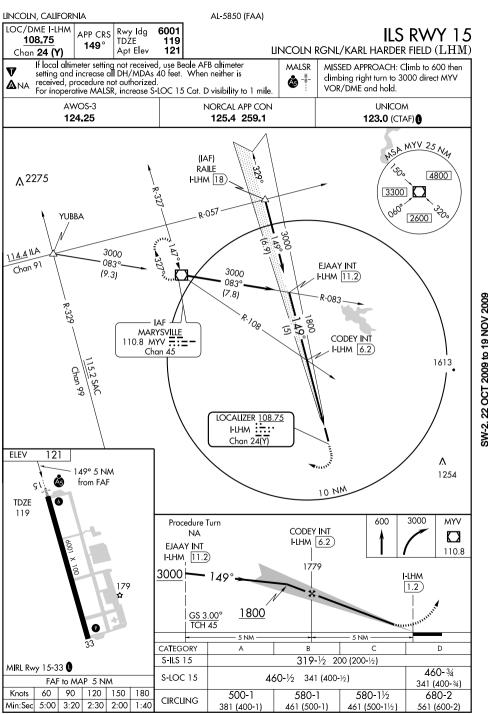


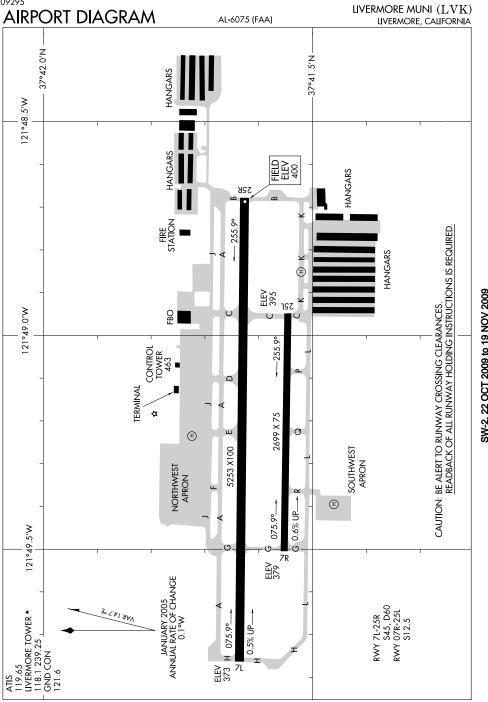


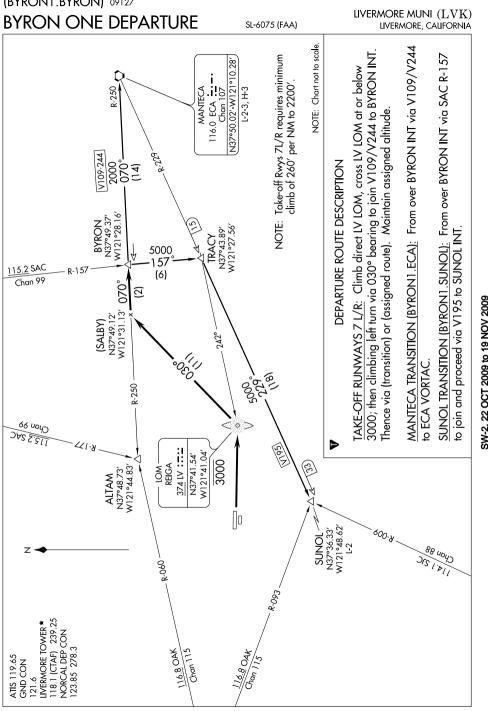


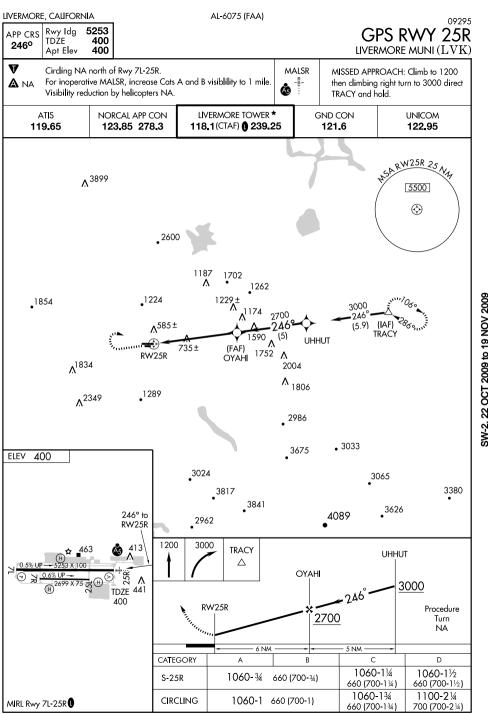


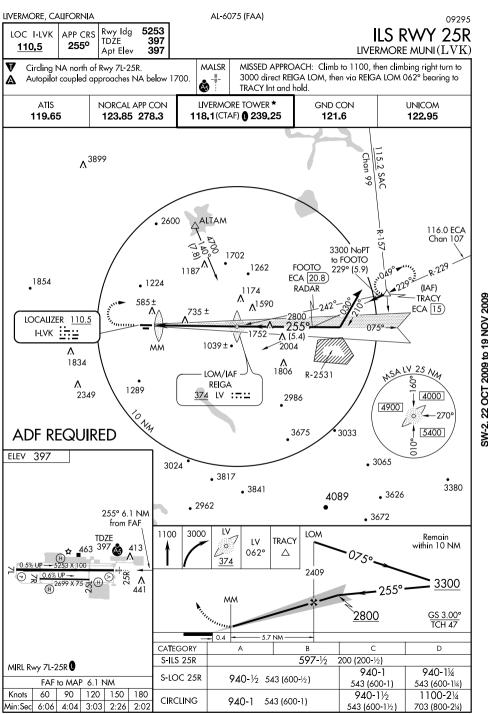


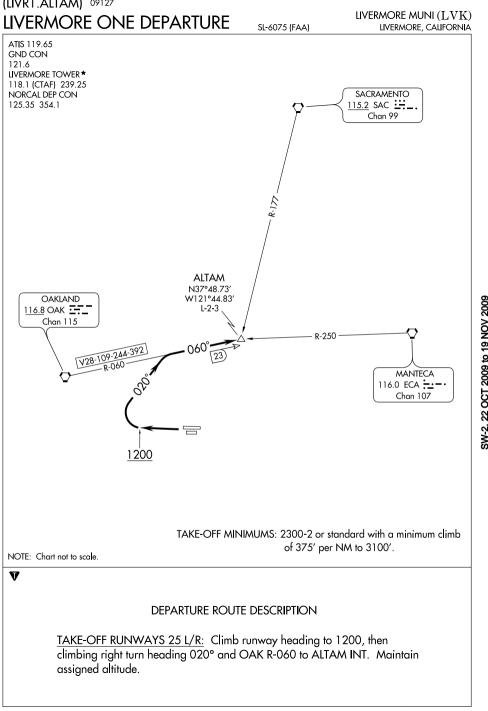


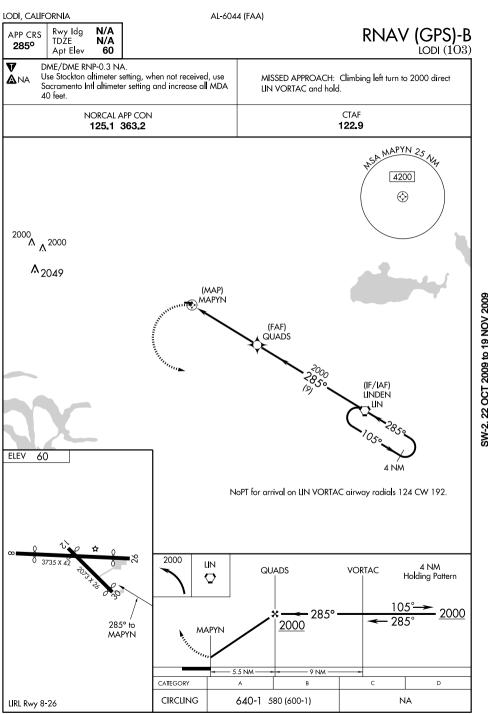


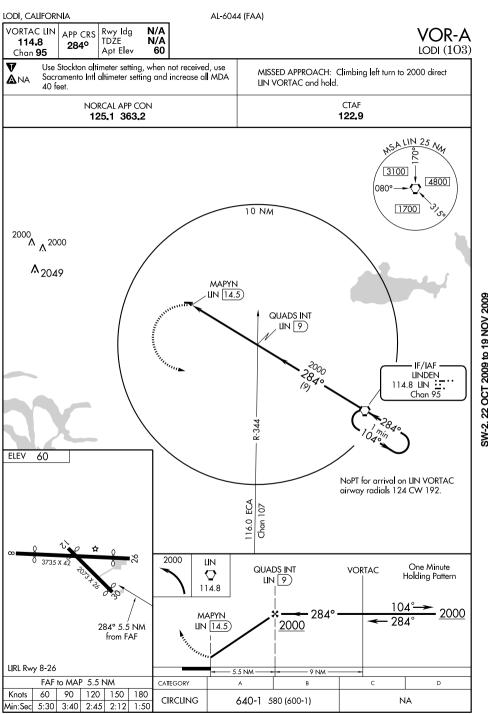




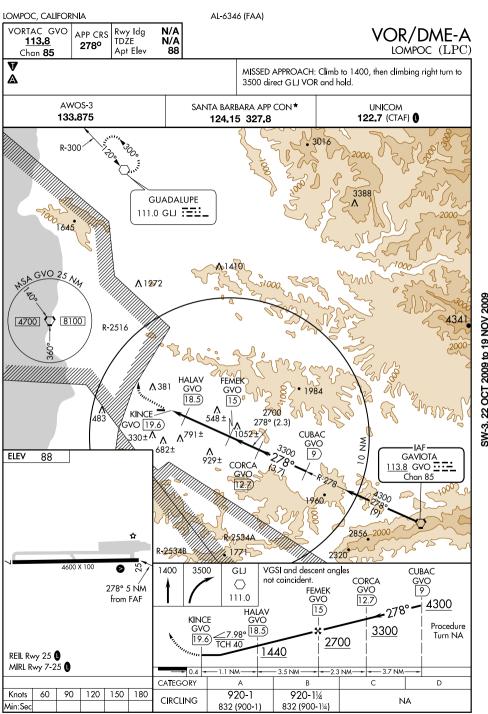


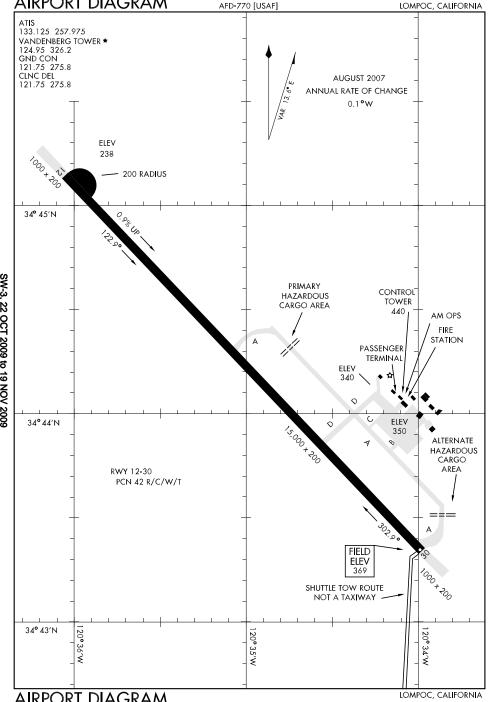


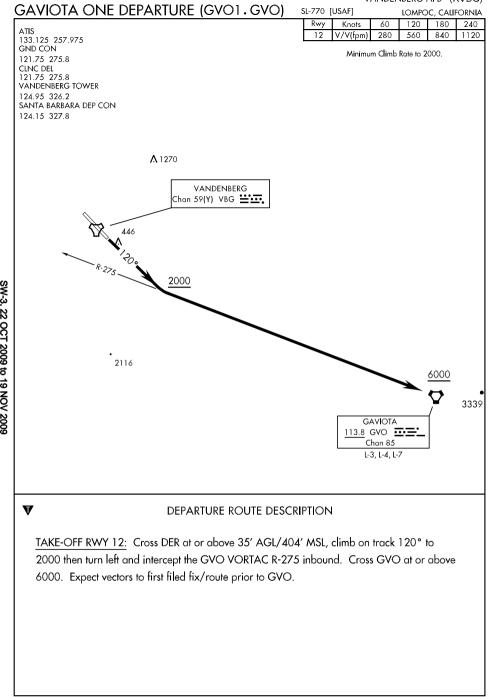


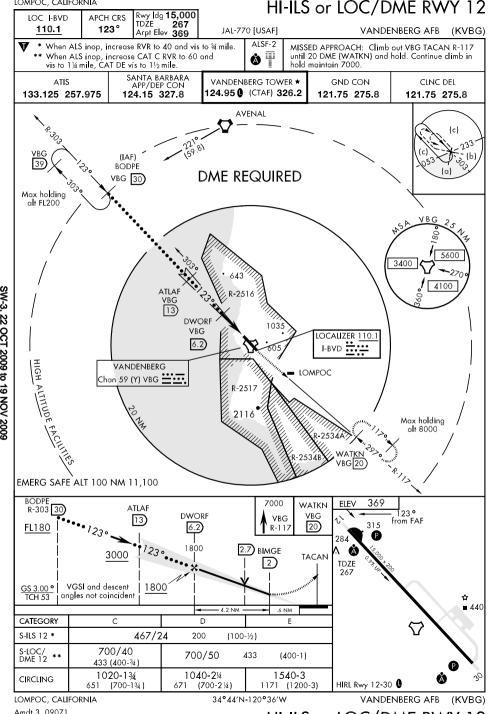


22 OCT 2009 to 19 NOV 2009

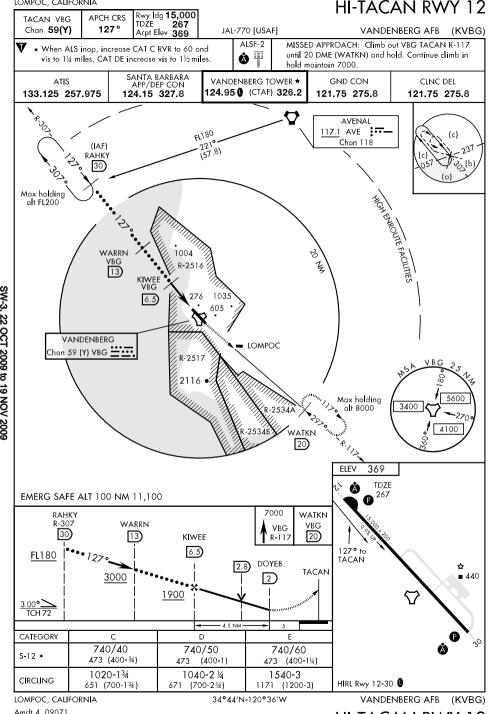


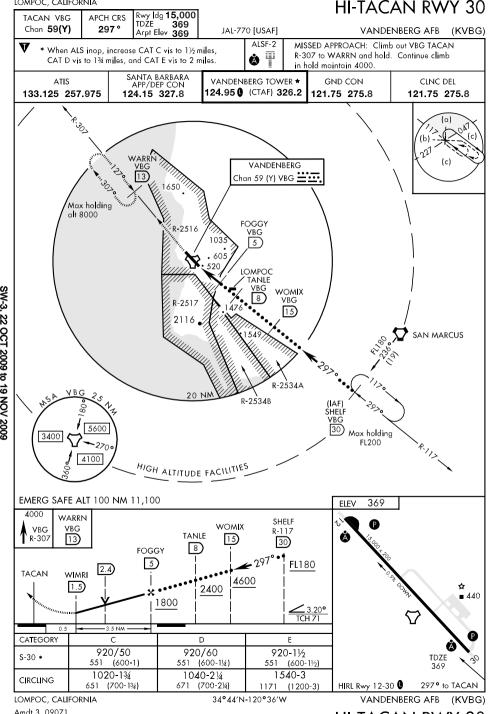


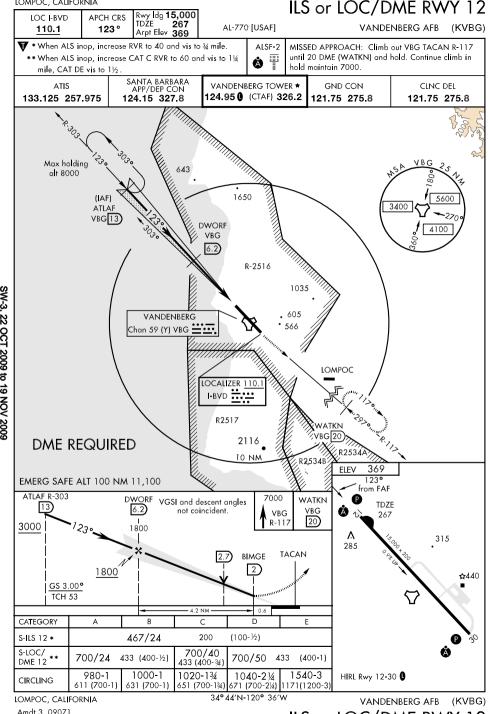


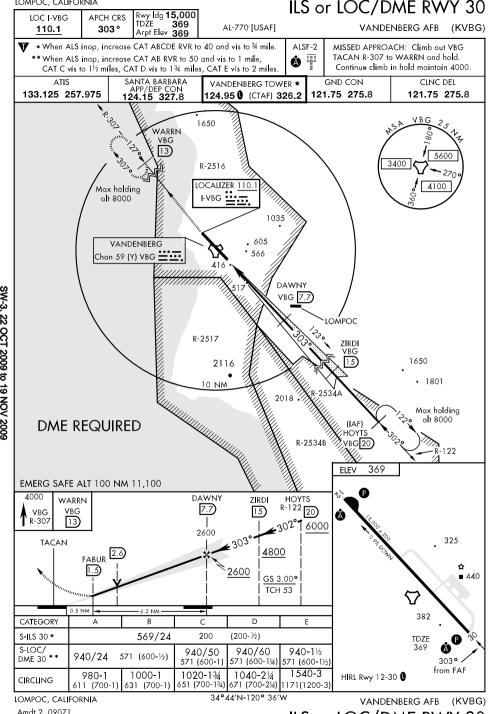


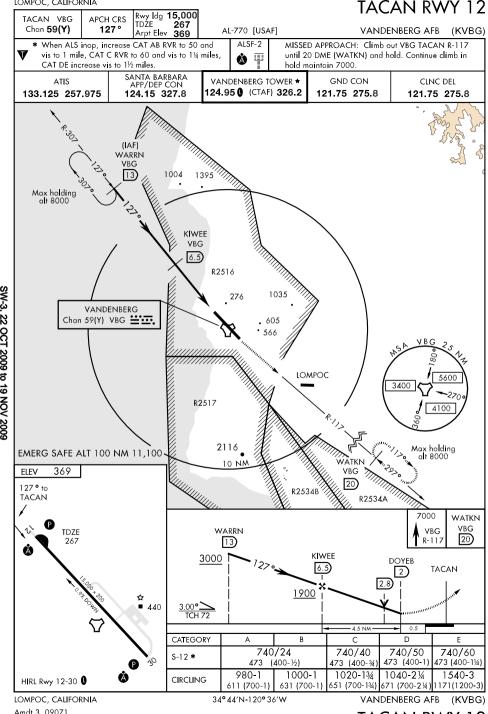
LOMPOC: CALIFORNIA HI-ILS or LOC/DME RWY 30 Rwy ldg **15,000** LOC I-VBG APCH CRS 369 110.1 303° JAL-770 [USAF] VANDENBERG AFB (KVBG) Arpt Elev 369 🔻 \* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile ALSF-2 MISSED APPROACH: Climb out VBG TACAN R-307 to WARRN and hold. Continue climb \*\* When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to **å** 📱 in hold maintain 4000. 134 miles, CAT E vis to 2 miles. Santa Barbara App/dep con VANDENBERG TOWER ★ ATIS GND CON CLNC DEL 124.95 0 (CTAF) 326.2 133.125 257.975 124.15 327.8 121.75 275.8 121.75 275.8 (b) 2 052 WARRN (c) 650 Max holding LOCALIZER 110.1 alt 8000 I-VBG ==== R-2516 1035 605 VANDENBERG Chan 59 (Y) VBG = .... DAWNY DME REQUIRED **VBG** 7.7 517 SW-3, 22 OCT 2009 to 19 NOV 2009 LOMPOO **/**A ZIRDI R-2517 VBG 15)•1650 SAN MARCUS V B G R-2534A 20 NM R-2534B Max holding 5600 alt FL200 (IAF) SRIMP 3400 VBG 4100 30 HIGH ALTITUDE FACILITIES EMERG SAFE ALT 100 NM 11,100 369 **ELEV** 4000 SRIMP R-122 WARRN ZIRDI 30 VBG **VBG** DAWNY `R-307 15) 13 7.7 FL180 Å 2600 ≨303° FABUR 2.6 4800 **TACAN** 325 1.5 GS 3.00 ° 2600 TCH 53 **44**0 0.5 NM - 6.2 NM CATEGORY Е S-ILS 30 \* 569/24 200 (200-1/2) 382 Λ 940/50 S-LOC/ \*\* 940/60 940-11/2 TDZE (600-1)571 571 (600-11/4) 571 (600-11/2) Ø 369 1540-3 1040-2 1/4 1020-13/ 303° CIRCLING HIRL Rwy 12-30 ( 671 (700-214)1171 (1200-3)from FAF (700 - 134)651 34°44′N-120°36′W (KVBG) LOMPOC, CALIFORNIA VANDENBERG AFB Amd+ 2 00071

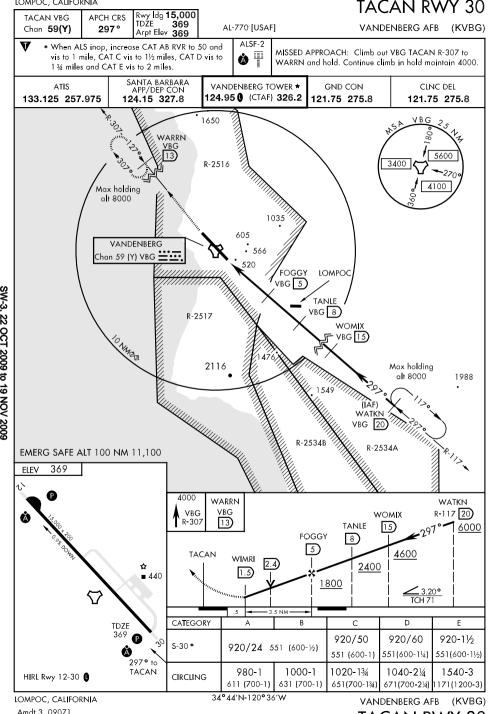


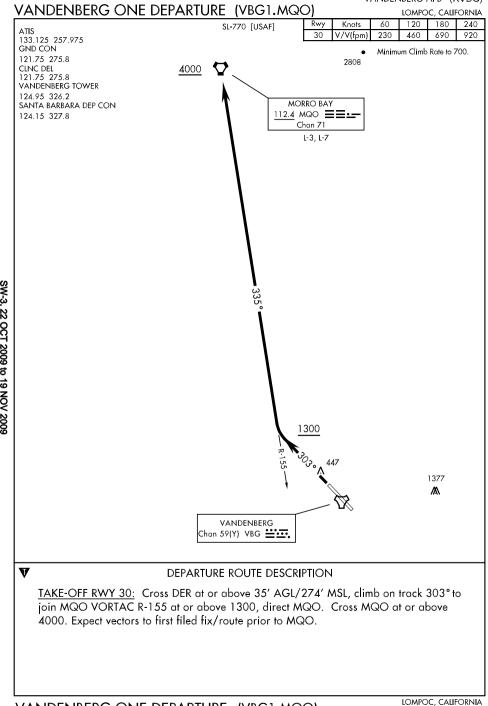


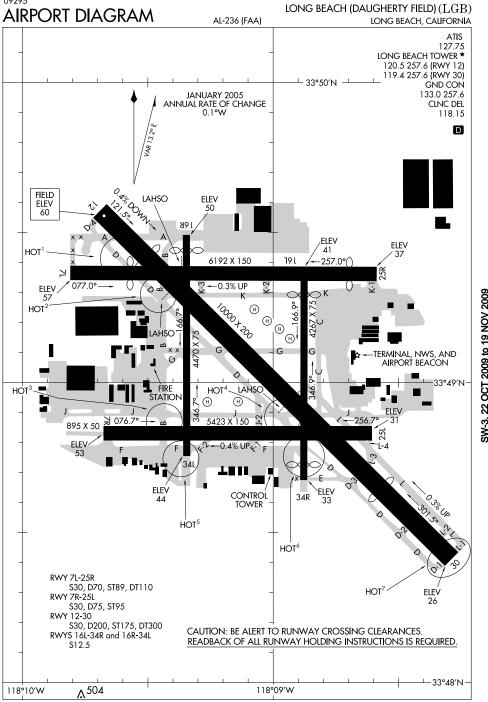


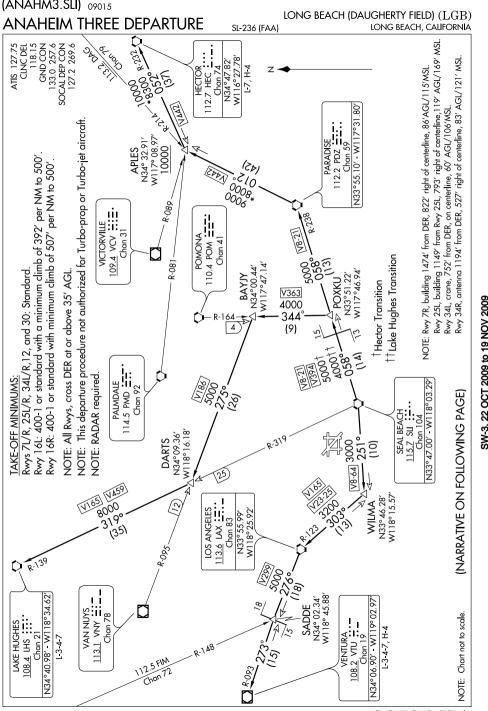










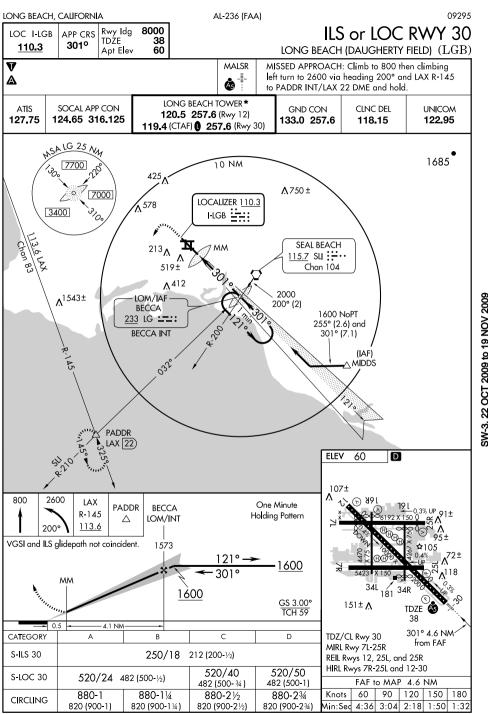


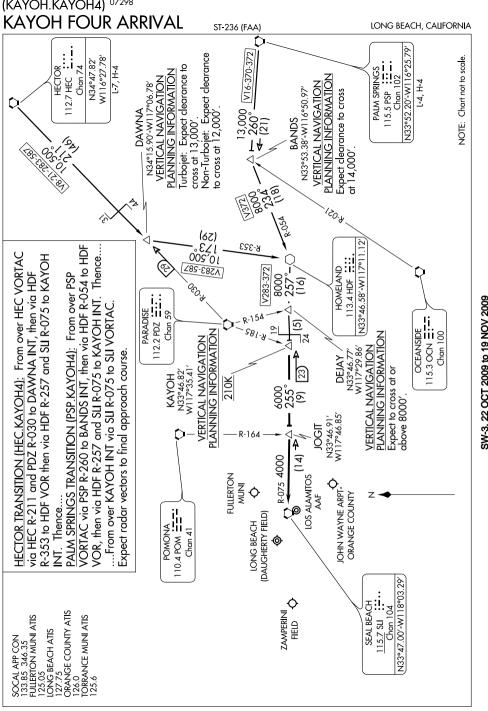
(ANAHM3.SLI) 08045 LONG BEACH (DAUGHERTY FIELD) (LGB) ANAHEIM THREE DEPARTURE SL-236 (FAA) LONG BEACH, CALIFORNIA V DEPARTURE ROUTE DESCRIPTION HECTOR or LAKE HUGHES TRANSITION: Climb runway heading to 800' then fly assigned heading for radar vectors to SLI VORTAC. Thence. . . . VENTURA TRANSITION: Climb runway heading to 800' then fly assigned heading for radar vectors to LAX VORTAC. Thence. . . . . .via (transition) or (assigned route). Maintain assigned altitude. Expect clearance to filed altitude 10 minutes after departure. HECTOR TRANSITION (ANAHM3.HEC): From over SLI VORTAC via SLI R-058 and PDZ R-238 to PDZ VORTAC, then via PDZ R-012 and HEC R-232 to HEC VORTAC. LAKE HUGHES TRANSITION (ANAHM3.LHS): From over SLI VORTAC via SLI R-058

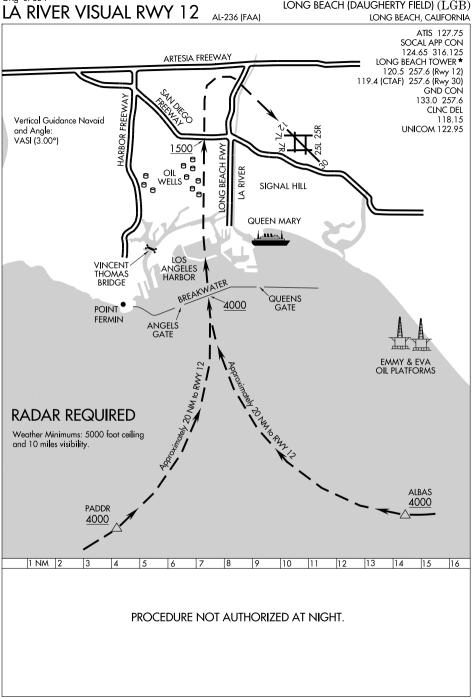
and PDZ R-238 to POXKU INT, then via POM R-164 to BAYJY INT, then via VNY R-095

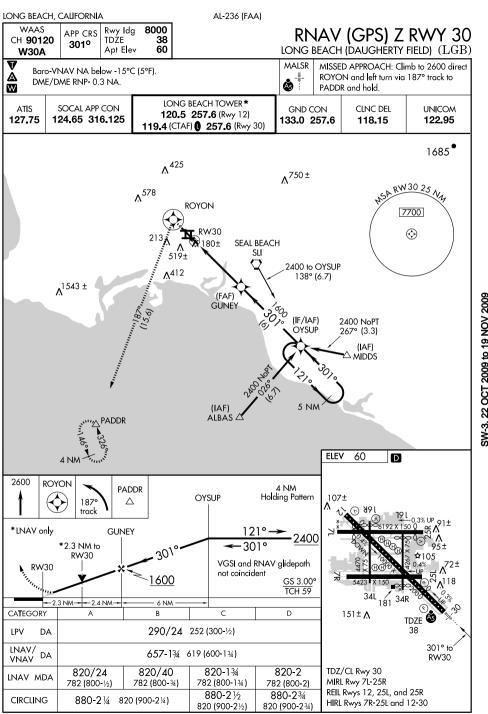
to DARTS INT. Thence via SLI R-319 and LHS R-139 to LHS VORTAC. VENTURA TRANSITION (ANAHM3.VTU): From over SLI VORTAC via SLI R-251 to WILMA INT, then via LAX R-123 to LAX VORTAC, then via LAX R-276 and VTU R-093 to VTU VOR/DME.

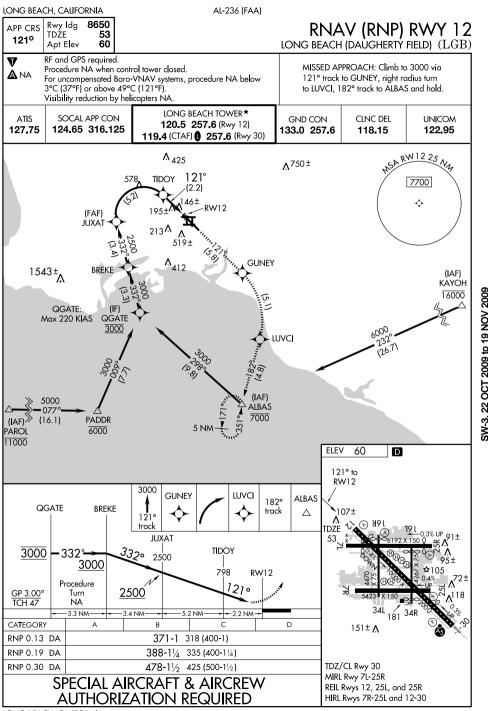
SW-3, 22 OCT 2009 to 19 NOV 2009



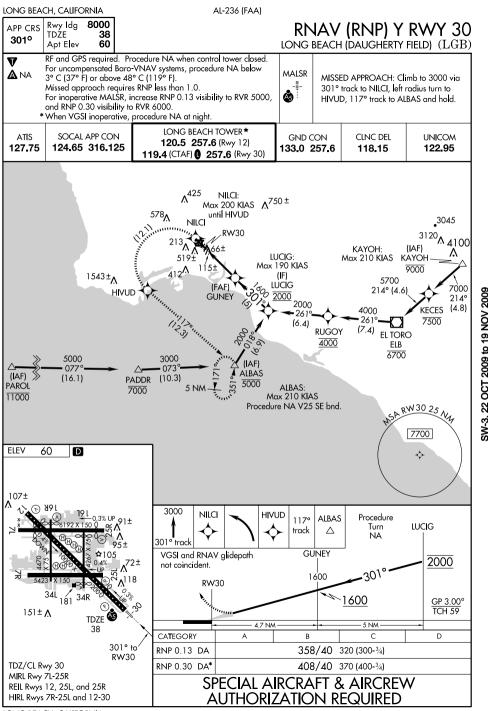


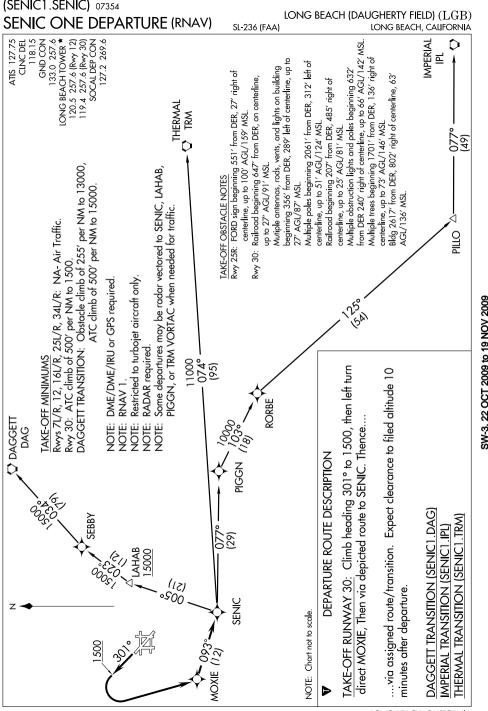






LONG BEACH, CALIFORNIA AL-236 (FAA) 5661 Rwy Ida RNAV (RNP) RWY 25R APP CRS 48 TD7F 256° 60 LONG BEACH (DAUGHERTY FIELD) (LGB) Apt Flev RF and GPS required. Procedure NA when control tower closed. V For uncompensated Baro-VNAV systems, procedure NA below MISSED APPROACH: Climb to 1000, then climbing 3°C (38°F) or above 39°C (102°F). left turn to 3000 direct ALBAS and hold. \* NA at night. Visibility reduction by helicopters NA. #Missed approach requires minimum climb of 370 feet per NM to 500 LONG BEACH TOWER\* ATIS SOCAL APP CON GND CON CLNC DEL UNICOM 120.5 257.6 (Rwy 12) 127.75 124.65 316.125 133.0 257.6 118.15 122.95 119.4 (CTAF) 0 257.6 (Rwy 30) ۸<sup>425</sup> ^<sup>750 ±</sup> 578<sub>^</sub> KAYOH: 3045 Max 210 KIAS **BUCAS** <sup>3120</sup>∧ ₄100 Procedure NA 213 A A 160± V283-372 eastbound. Los Alamitos (IAF) ۸ 519+ KAYOH CASIV (RNP 0.40) (FAF) 1543±∧ JILAN 5700 3000 RUGOY 7000 214° (4.6) 214° 4000 3000 KECES (4.8) 301 4000 SW-3, 22 OCT 2009 to 19 NOV 2009 -261 261° (3.3)(6.4).0180 (7.4)LÚCIG FL TORO LUCIG: 0 FIB Max 180 KIAS 5000 077 ALBAS PADDR (10.3) (16.1)(RNP 0.40) (IAF) PAROL ALBAS: Max 210 KIAS 5A RW25R 25 Ny (RNP 0.40) Procedure NA PAROL: V25 southeastbound. Procedure NA 7700 V27 northwestbound.  $\bigcirc$ **ELEV** 60 D 1000 3000 **ALBAS** LUCIG Procedure JILAN Max 180 KIAS Turn 107± Δ **TDZE** 256° to NA 48 RW25R CASIV 3000 <sup>0.3% UP</sup>.91± VGSI and RNAV glidepath not coincident. **BUCAS** -301°**−** 3000 2158 RW25R 3000 756 GP 3.10° TCH 55 2 NM-4.2 NM-2.5 NM--3.3 NM-CATEGORY 151± ∧ RNP 0.15 DA\*# 352 - 1304 (300-1) 403-11/4 RNP 0.30 DA\* 355 (400-11/4) 460-11/2 412 (400-11/2) TDZ/CL Rwy 30 RNP 0.30 DA MIRL Rwy 7L-25R SPECIAL AIRCRAFT & AIRCREW REIL Rwys 12, 25L, and 25R AUTHORIZATION REQUIRED HIRL Rwys 7R-25L and 12-30





(TANDY.TANDY3) 07298 TANDY THREE ARRIVAL LONG BEACH, CALIFORNIA ST-236 (FAA) SOCAL APP CON **FELLOWS** 127.4 397.95 117.5 FLW LONG BEACH ATIS Chan 122 127.75 N35°05.58'-W119°51.93' ORANGE COUNTY ATIS L-3-7, H-4 126.0 **FILLMORE** 112.5 FIM **∷** Chan 72 N34°21.40′-W118°52.88′ L-3-4-7, H-4 SADDE LOS ANGELES R-093 N34°02.34′ 113.6 LAX := · W118°45.88′ Chan 83 VENTURA 108.2 VTU ∷ Chan 19 SEAL BEACH 11*5.7* SLI ∷⋯ MERMA Chan 104 N33°53.75' N33°47.00′-W118°03.29′ W118°42.74′ Expect clearance LONG BEACH to cross at 14,000' (DAUGHERTY FIELD) ( **TANDY** N33°44.79′ R-251 W118°39.48' PAROL N33°35.76′ W118°36.30′ Expect vectors from ALBAS PAROL INT to ALBAS INT N33°35.98′ W118°04.67′ JOHN WAYNE AIRPORT **ORANGE COUNTY** NOTE: FIM R-154 lead radial

FELLOWS TRANSITION (FLW.TANDY3): From over FLW VORTAC via FLW R-123 to SADDE INT. Thence....
FILLMORE TRANSITION (FIM.TANDY3): From over FIM VORTAC via FIM R-148 to SADDE INT. Thence...

on Fellows Transition.

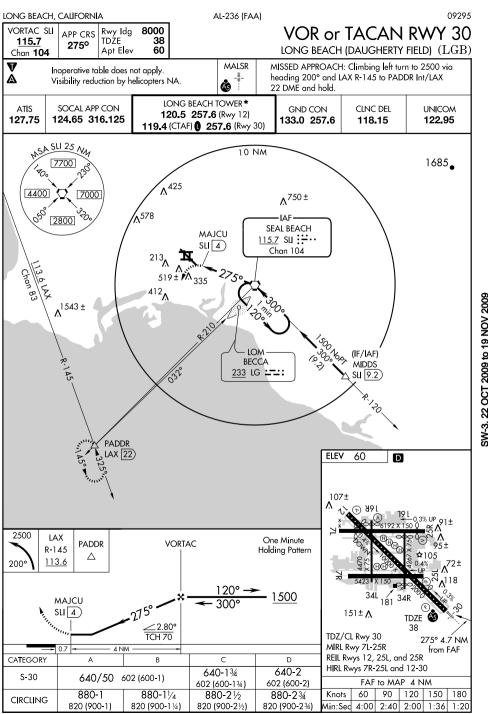
NOTE: Chart not to scale

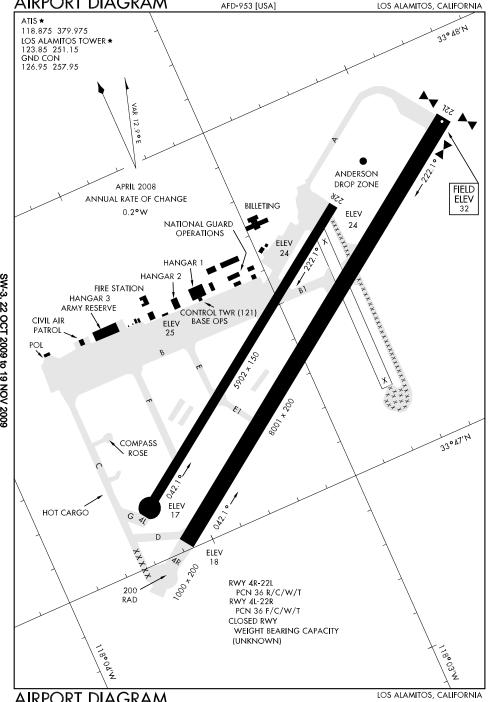
....From over SADDE INT via FIM R-148 to PAROL INT. From over PAROL INT via SXC R-310 to SXC VORTAC. Then from over SXC VORTAC via SXC R-037 and SU R-171 to SU VORTAC.

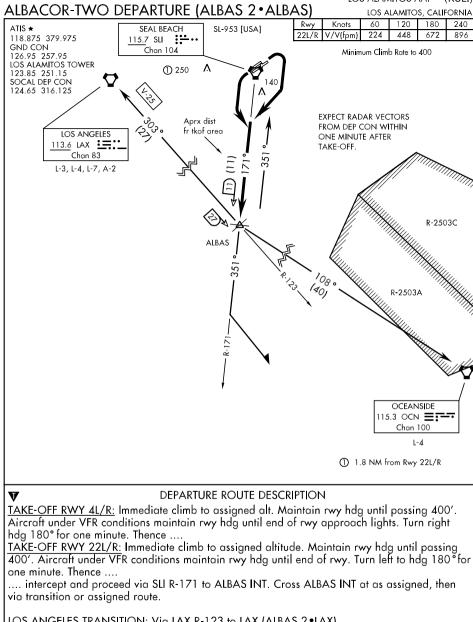
W-3, 22 OCT 2009 to 19 NOV 2009

SANTA CATALINA 111.4 SXC ∷:--

Chan 51 N33°22.50′-W118°25.19′





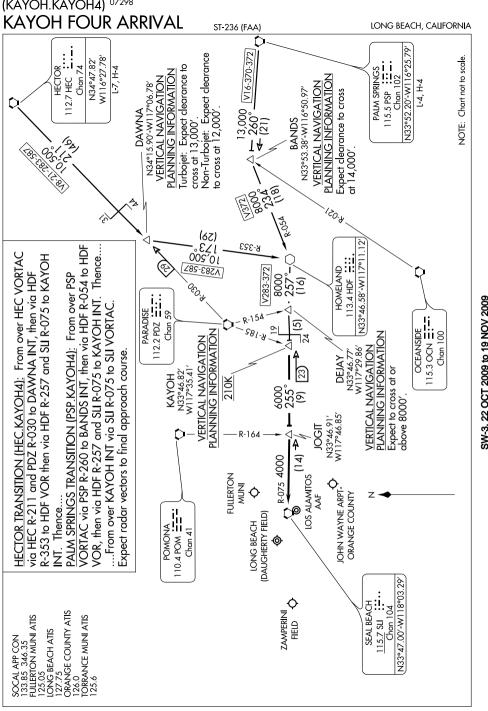


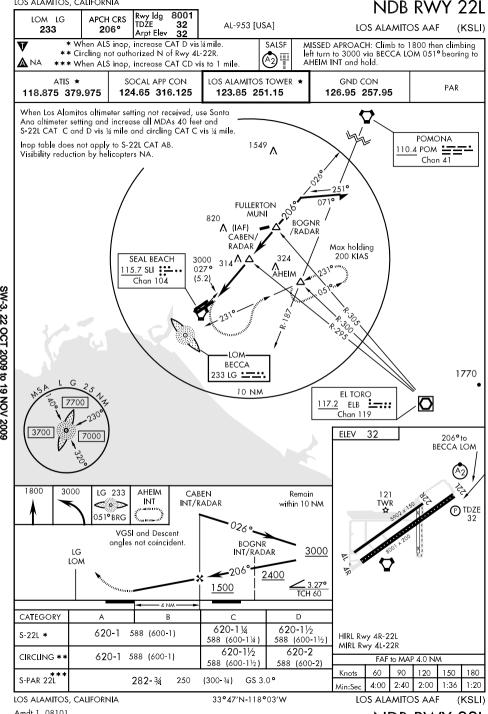
LOS ANGELES TRANSITION: Via LAX R-123 to LAX (ALBAS 2 •LAX).

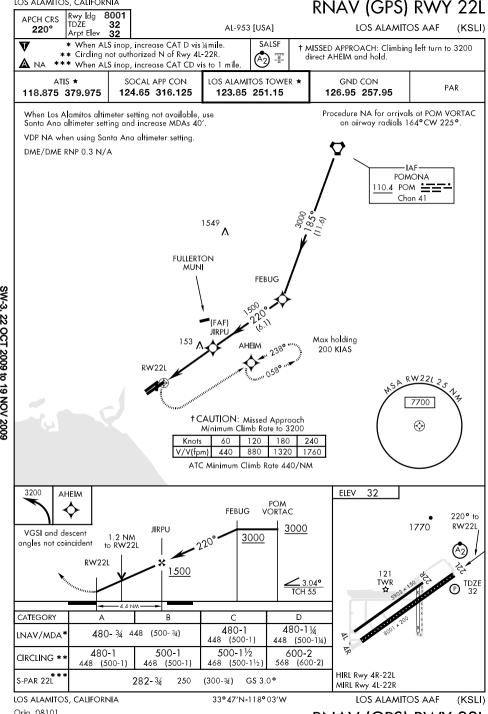
OCEANSIDE TRANSITION: Via direct OCN (ALBAS 2.OCN).

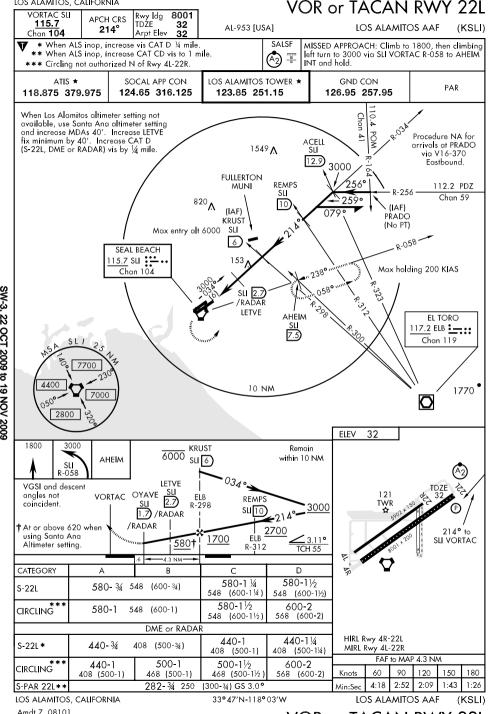
SW-3, 22 OCT 2009 to 19 NOV 2000

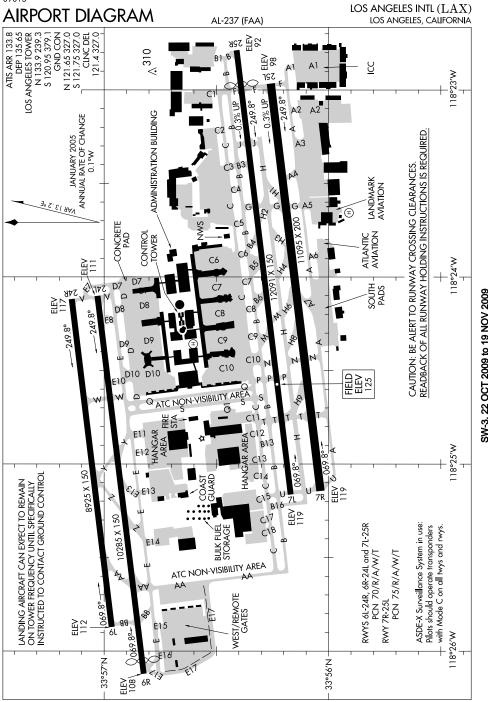
<u>SEAL BEACH TRANSITION:</u> Procedure turn East of course, then inbound via SLI R-171 to SLI. (ALBAS 2• SLI).

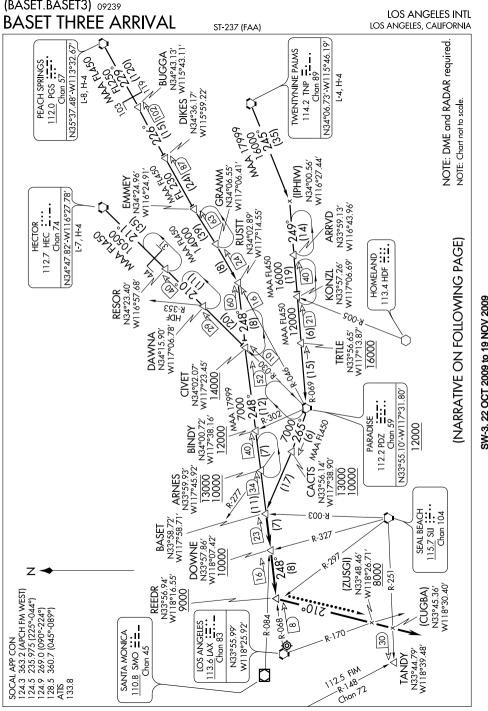












(BASET.BASET3) 06159

BASET THREE ARRIVAL

ST-237 (FAA)

LOS ANGELES INTL
LOS ANGELES, CALIFORNIA

## 31 207 (17

(FAA)

SW-3, 22 OCT 2009 to 19 NOV 2009

## ARRIVAL DESCRIPTION HECTOR TRANSITION (HEC.BASET3): From over HEC VORTAC via HEC R-211 and

PDZ R-030 to CIVET INT, then via LAX R-068 to BASET INT. Thence....

PEACH SPRINGS TRANSITION (PGS.BASET3): From over PGS VORTAC via PGS

R-229 and PDZ R-046 to RUSTT INT, then via LAX R-068 to BASET INT. Thence....

TWENTYNINE PALMS TRANSITION (TNP.BASET3): From over TNP VORTAC via TNP R-245 and PDZ R-069 to PDZ VORTAC, then via PDZ R-265 to BASET INT.

Thence....
Thence BASET INT/DME via LAX R-068 to cross DOWNE INT/DME at or

above 10,000' and cross REEDR INT/DME at or above 9,000'. Depart REEDR via heading 210° for radar vectors to final approach course for Runways 6L/R or 7L/R.

LOST COMMUNICATIONS: Depart REEDR heading 210° to intercept the SLI R-251 to TANDY INT/SLI 30 DME.

(CASTA2.CASTA) 09295 LOS ANGELES INTL (LAX) CASTA TWO DEPARTURE (RNAV) SL-237 (FAA) LOS ANGELES, CALIFORNIA ATIS DEP 135 65 AVENAL CLNC DEL AVE 121.4 327.0 14000 GND CON TAKE-OFF MINIMUMS N 121.65 327.0 2690 COREZ Rwys 6L, 6R, 7L, 7R, NA - ATC. S 121.75 327.0 1251 SHAFTER Rwys 24L, 24R, 25L, 25R, Standard LOS ANGELES TOWER **FHF** N 133.9 239.3 with a minimum climb of 500' per NM S 120.95 379.1 to 1800, ATC climb of 350' per NM SOCAL DEP CON to 6200. 124.3 363.2 (045°-224°) 125.2 263.025 (225°-044°) NOTE: DME/DME/IRU, or GPS required. NOTE: RNAV 1 NOTE: Restricted to turbojet aircraft only. NOTE: RADAR required. NOTE: Some departures may be RADAR vectored to GORMAN AJAYE, SILEX, TWINE or OROSZ. **GMN** NOTE: Maintain at or below 250 knots unless otherwise directed by ATC. NOTE: Use the VENTURA DEPARTURE during the time periods of 2100-0700 local in lieu of the CASTA DEPARTURE. CASTA NOTE: For non-GPS equipped aircraft: PMD DME must be SW-3 22 OCT 2009 to 19 NOV 2009 operational for SHAFTER TRANSITION, and EHF DME must be operational for AVENAL TRANSITION. TAKE-OFF OBSTACLE NOTES **OROSZ** Rwy 24L: Bush 957' from DER, 600' left of centerline, 29' AGL/148' MSL. Multiple light poles beginning 274' from DER, 425' left of centerline, up to 12' AGL/120' MSL. Antenna on pole 1358' from DER, 287' right of centerline, 25' AGL/144' MSL. Bush 240' from DER, 508' right of centerline, 10' AGL/116' MSL. **TWINE** Light pole 296' from DER, 322' right of centerline, 8' AGL/116' MSL. Rwy 24R: Obstruction light on glideslope 213' from DER, 400' left of centerline, 34' AGL/151' MSL. Rwy 25L: Bush 134' from DER, 397' left of centerline, 5' AGL/123' MSL. SILEX Tree 2379' from DER, 777' left of centerline, 79' AGL/197' MSL. Pole 2367' from DER, 764' left of centerline, 55' AGL/184' MSL. AJAYE Transmission line tower 2800' from DER, 992' left of centerline, 9000 (ATC 82' AGL/192' MSL. Transmission tower 2856' from DER, 926' left of centerline, 82' AGL/192' MSL. **FABRA** 3000 (ATC) 1300 GHART -**ENNEY** 5000 (ATC) 249° 249° 620 DOCKR DLREY = (7)3000 (ATC) 1300 3000 (ATC) 1300 NAANC 249° 620 254° 249 **EVOSE MKGEE** (2)NOTE: Chart not to scale. HIIPR 5000 (ATC) 1300 3000 (ATC) 1300 (NARRATIVE ON FOLLOWING PAGE)

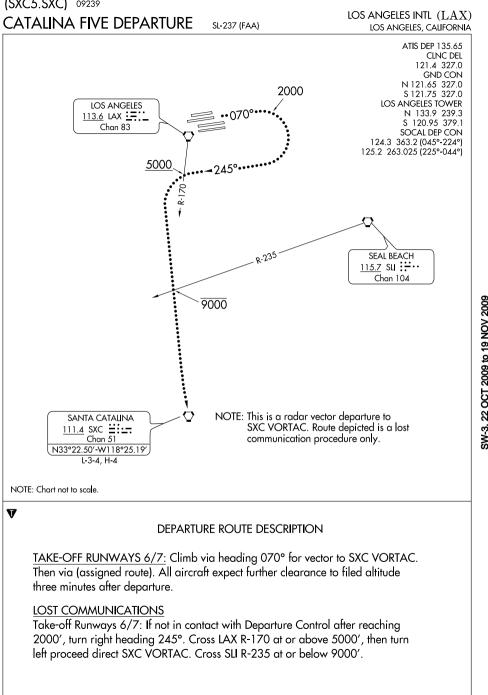
(CASTA2.CASTA) 09295 LOS ANGELES INTL (LAX) CASTA TWO DEPARTURE (RNAV) SL-237 (FAA) LOS ANGELES, CALIFORNIA V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 24R: Climb heading 249° to 620, then direct to cross FABRA at or below 3000/1300, then via track 251° to cross ENNEY at or below 5000/1300, then via depicted route to CASTA, thence.... TAKE-OFF RUNWAY 24L: Climb heading 249° to 620, then direct to cross DLREY at or below 3000/1300, then via track 254° to cross ENNEY at or below 5000/1300, then via depicted route to CASTA, thence.... TAKE-OFF RUNWAY 25R: Climb heading 249° to 620, then direct to cross DOCKR at or below 3000/1300, then via track 250° to cross EVOSE at or below 5000/1300, then via depicted route to CASTA, thence.... TAKE-OFF RUNWAY 25L: Climb heading 249° to 620, then direct to cross HIIPR at or SW-3, 22 OCT 2009 to 19 NOV 2009 below 3000/1300, then via track 254° to cross EVOSE at or below 5000/1300, then via

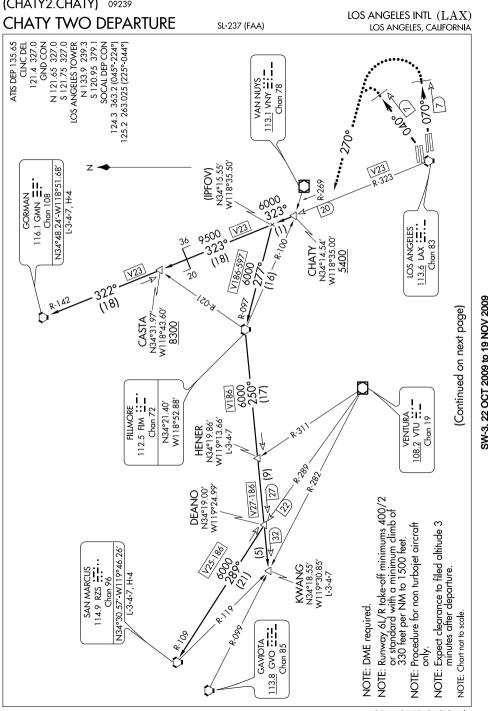
depicted route to CASTA, thence....

...via transition. Expect further clearance to filed altitude three minutes after departure.

AVENAL TRANSITION (CASTA2.AVE) GORMAN TRANSITION (CASTA2.GMN)

SHAFTER TRANSITION (CASTA2.EHF)





CHATY TWO DEPARTURE

SI-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

DEPARTURE ROUTE DESCRIPTION

# V

TAKE-OFF RUNWAYS 6L/R: Climb via heading 040° for vector to V23; thence via (transition) or (assigned route).

TAKE-OFF RUNWAYS 7L/R: Climb via heading 070° for vector to V23; thence

via (transition) or (assigned route).

LOST COMMUNICATIONS

# RUNWAYS 6L/R and 7L/R: If no transmissions are received upon reaching the

LAX 7 DME, turn left heading 270°, intercept V23 to CHATY INT and resume the CHATY TWO DEPARTURE. Continue climb on course.

GORMAN TRANSITION (CHATY2.GMN): From over CHATY INT via V23 to GMN VORTAC. Cross CHATY INT at or above 5400', and CASTA INT at or above 8300'.

HENER TRANSITION (CHATY2.HENER): From over CHATY INT via V23 and FIM R-097 to FIM VORTAC. Cross CHATY INT at or above 5400'. Then proceed via

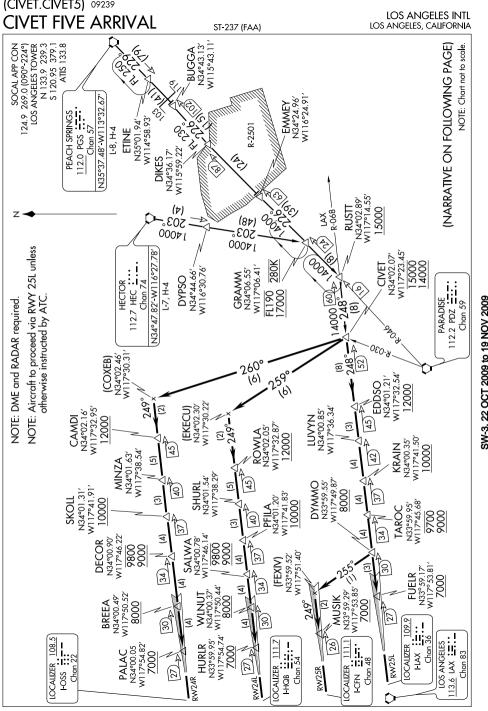
R-097 to FIM VORTAC. Cross CHATY INT at or above 5400'. Then proceed via FIM R-250 to HENER INT.

KWANG TRANSITION (CHATY2 KWANG): From over CHATY INT via V23 and

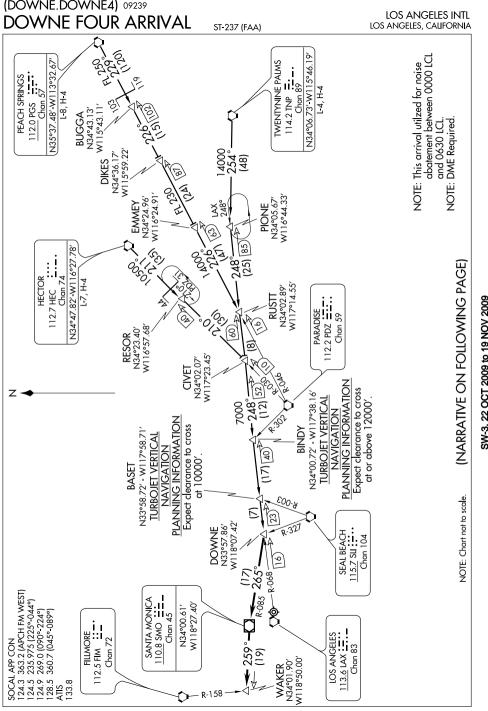
KWANG TRANSITION (CHATY2.KWANG): From over CHATY INT via V23 and FIM R-097 to FIM VORTAC. Cross CHATY INT at or above 5400'. Then proceed via FIM R-250 to KWANG INT.

SAN MARCUS TRANSITION (CHATY2.RZS): From over CHATY INT via V23 and FIM R-097 to FIM VORTAC. Cross CHATY INT at or above 5400'. Then proceed via FIM R-250 and RZS R-109 to RZS VORTAC.

SW-3, 22 OCT 2009 to 19 NOV 2009



(CIVET.CIVET5) 06047 LOS ANGELES INTL CIVET FIVE ARRIVAL LOS ANGELES, CALIFORNIA ST-237 (FAA) ARRIVAL DESCRIPTION HECTOR TRANSITION (HEC.CIVET5): From over HEC VORTAC via HEC R-203 and PDZ R-046 to RUSTT DME, then via LAX R-068 to CIVET DME. Thence.... PEACH SPRINGS TRANSITION (PGS.CIVET5): From over PGS VORTAC via PGS R-229 and PDZ R-046 to RUSTT DME, then via LAX R-068 to CIVET DME. Thence.... . . . . From over CIVET, via LAX R-068 to FUELR. Landing Rwy 25L: Expect ILS RWY 25L approach. Landing Rwy 25R: . . . . From over CIVET, via LAX R-068 to DYMMO, then via heading 255° and the I-CFN localizer course to MUSIK. Expect ILS RWY 25R approach. .... From over CIVET via heading 259° and the I-HQB localizer course Landina Rwy 24L: SW-3, 22 OCT 2009 to 19 NOV 2009 to ROWLA, thence as depicted to HURLR. Expect ILS RWY 24L approach. . . . . From over CIVET via heading 260° and the I-OSS localizer course Landing Rwy 24R: to CAMDI, thence as depicted to PALAC. Expect ILS RWY 24R approach.



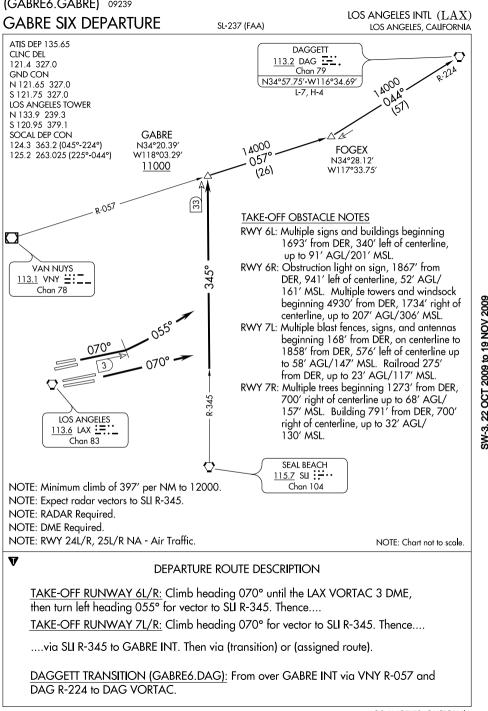
(DOWNE.DOWNE4) 02276 LOS ANGELES INTL DOWNE FOUR ARRIVAL LOS ANGELES, CALIFORNIA ST-237 (FAA) ARRIVAL DESCRIPTION HECTOR TRANSITION (HEC.DOWNE4): From over HEC VORTAC via HEC R-211

and PDZ R-030 to CIVET INT, then LAX R-068 to DOWNE INT. Thence.... PEACH SPRINGS TRANSITION (PGS.DOWNE4): From over PGS VORTAC via PGS R-229 and PDZ R-046 to RUSTT INT, then LAX R-068 to DOWNE INT. Thence....

TWENTYNINE PALMS TRANSITION (TNP.DOWNE4): From over TNP VORTAC

via TNP R-254 to PIONE DME, then LAX R-068 to DOWNE INT. Thence.... ....From DOWNE INT via SMO R-085 to SMO VOR/DME, then via SMO R-259 to WAKER INT, expect vector to final approach course for runways 6 and 7.

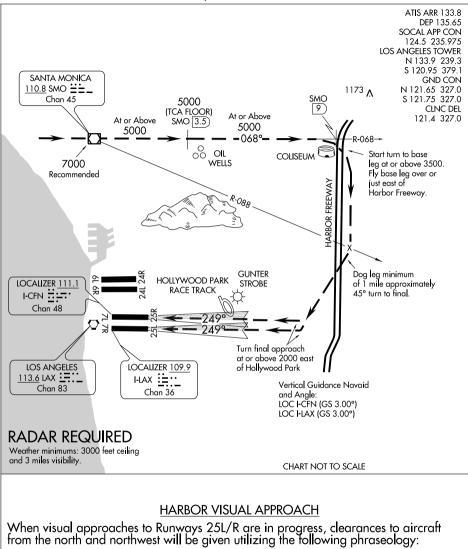
SW-3 22 OCT 2009 to 19 NOV 2009



(GMN4.GMN) 09239 LOS ANGELES INTL (LAX) GORMAN FOUR DEPARTURE SL-237 (FAA) LOS ANGELES, CALIFORNIA ATIS DEP 135.65 SHAFTER CLNC DEL COREZ 115.4 EHF ::-. R-086 4000 121.4 327.0 N35°33.40′ Chan 101 2660 **GND CON** W119°29 03' N35°29.07' W119°05.84' N 121.65 327.0 (25) L-3-7, H-4 S 121.75 327.0 LOS ANGELES TOWER AVENAL N 133 9 239 3 117.1 AVE :---S 120.95 379.1 Chan 118 SOCAL DEP CON N35°38.82′ W119°58.72 124.3 363.2 (045°-224°) L-3-7, H-4 125.2 263.025 (225°-144°) **GORMAN** NOTE: DME required for Rwy 6L/R departures 116.1 GMN == Chan 108 and AVENAL TRANSITION. N34°48.24′ W118°51.68′ NOTE: Maintain at or below 250 knots unless otherwise directed by ATC. NOTE: Use the VENTURA DEPARTURE during the time periods of 2100-0700 local in lieu VAN NUYS 113.1 VNY ::: of the GORMAN DEPARTURE procedure. Chan 78 NOTE: Rwy 6L, Building 1813' from departure end N34°13.41′ W118°29.50′ of rwy, 942' left of centerline, 201' MSL. 22 OCT 2009 to 19 NOV 2009 NOTE: Rwy 6R, Building 5551' from departure end of rwy, 1790' right of centerline, 306' MSL. NOTE: RADAR required. SANTA MONICA 110.8 SMO **≌≒**-TAKE-OFF MINIMUMS Chan 45 Rwys 6L, 7L/R: Standard. Rwy 6R: Standard with minimum climb of 328' per NM to 600 (ATC). 3000 Rwys 24L/R, 25L/R: Standard with minimum climb of 250' per NM to 3100. LOS ANGELES 113.6 LAX :=: Chan 83 NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 6L/R: Climb via heading 070° until LAX VORTAC 3 DME, then turn left heading 055° for vector to join VNY R-126 to VNY VOR/DME, then via VNY R-317 and GMN R-136 to GMN VORTAC. Thence.... TAKE-OFF RUNWAYS 7L/R: Climb via heading 070° for vector to join VNY R-126 to VNY VOR/DME, then via VNY R-317 and GMN R-136 to GMN VORTAC. Thence.... TAKE-OFF RUNWAYS 24L/R,25L/R: Climb via heading 250° to cross SMO R-154 at or below 3000, then via radar vectors to proceed via LAX R-323 and GMN R-142 to GMN VORTAC. Thence.... ...via (assigned transition) or (assigned route). All aircraft expect further clearance to filed flight level three minutes after departure. LOST COMMUNICATIONS: If not in contact with departure control within five minutes after departure, climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure. AVENAL TRANSITION (GMN4.AVE): From over GMN VORTAC via GMN R-310 and AVE R-086 to AVE VORTAC.

SHAFTER TRANSITION (GMN4.EHF): From over GMN VORTAC via GMN R-328 and EHF R-150

to FHF VORTAC

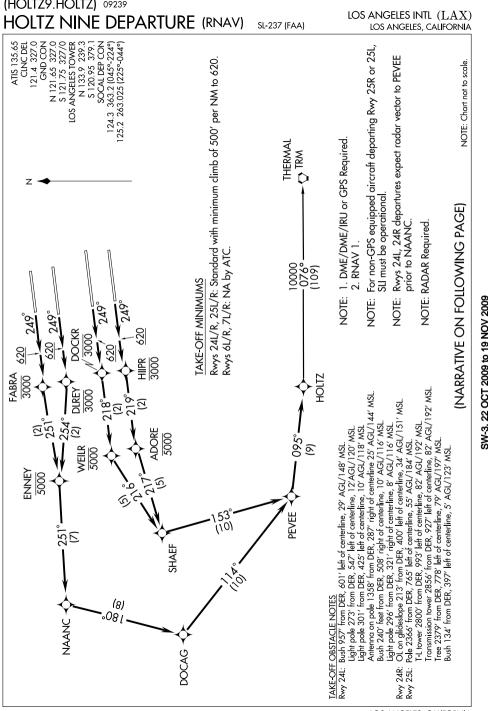


HARBOR VISUAL RWY 25L/R

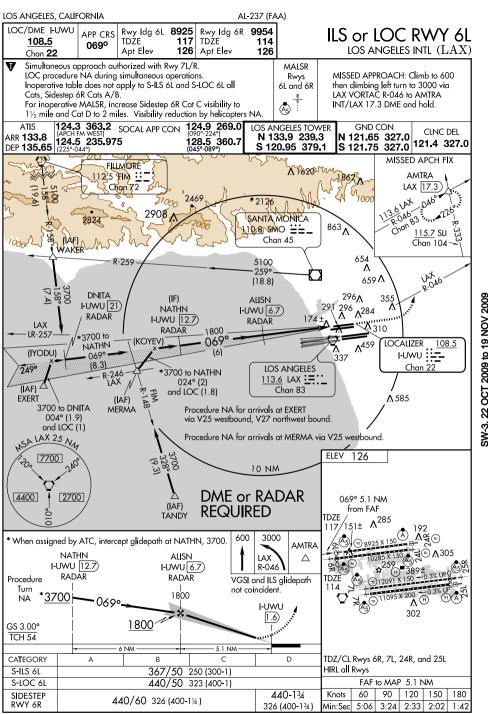
LOS ANGELES INTL (IAX)

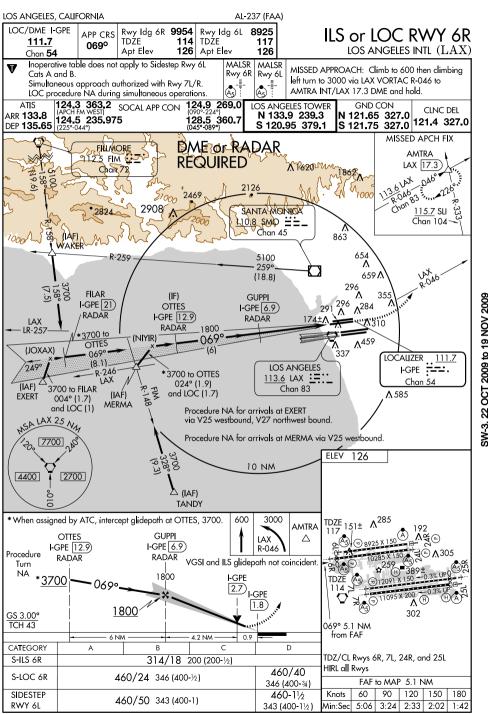
LOS ANGELES, CALIFORNIÁ

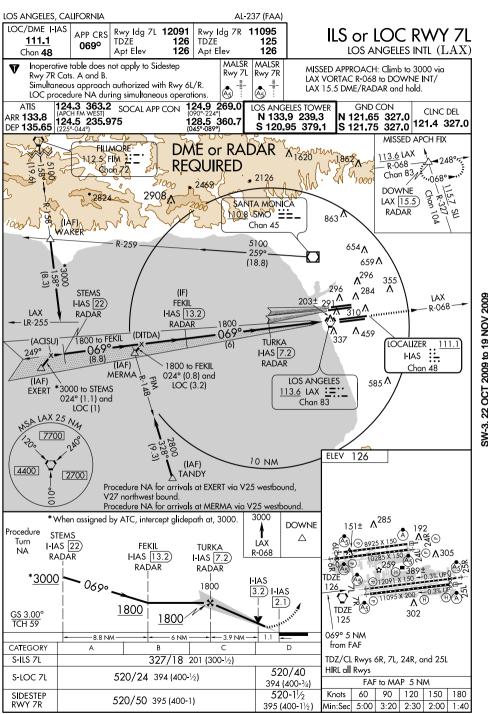
"(IDENT) CLEARED FOR HARBOR VISUAL RUNWAY 25 LEFT/RIGHT APPROACH." A descent profile of approximately 3° starting at 7000 over SMO VOR/DME may be made with reference to the minimum altitudes above.

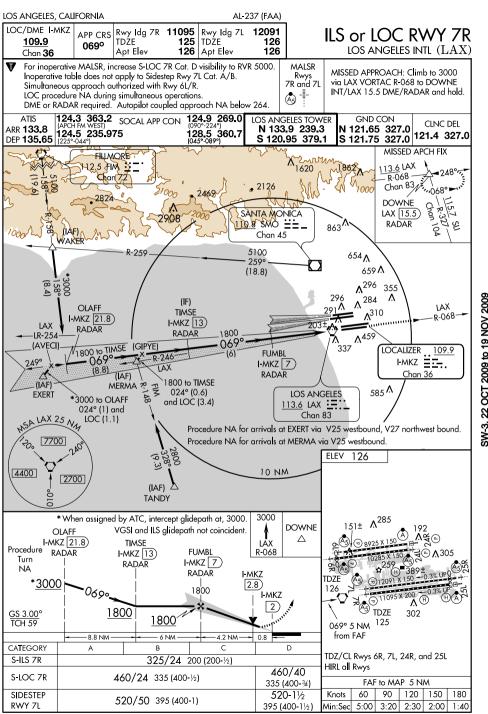


(HOLTZ9.HOLTZ) 07354 LOS ANGELES INTL (LAX) HOLTZ NINE DEPARTURE (RNAV) SL-237 (FAA) LOS ANGELES, CALIFORNIA V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 24R: Climb heading 249° to 620, then direct to cross FABRA at or below 3000, then via 251° track to cross ENNEY at or below 5000, then via depicted route to HOLTZ, Thence.... TAKE-OFF RUNWAY 24L: Climb heading 249° to 620, then direct to cross DLREY at or below 3000, then via 254° track to cross ENNEY at or below 5000, then via depicted route to HOLTZ, Thence.... TAKE-OFF RUNWAY 25R: Climb heading 249° to 620, then direct to cross DOCKR at or below 3000, then via 218° track to cross WEILR at or below 5000, then via depicted route to HOLTZ, Thence.... TAKE-OFF RUNWAY 25L: Climb heading 249° to 620, then direct to cross HIIPR at or below 3000, then via 219° track to cross ADORE at or below 5000, then via depicted route to HOLTZ, Thence.... ... via THERMAL TRANSITION. Expect further clearance to filed altitude three minutes after departure. SW-3, 22 OCT 2009 to 19 NOV 2009 THERMAL TRANSITION (HOLTZ9.TRM)

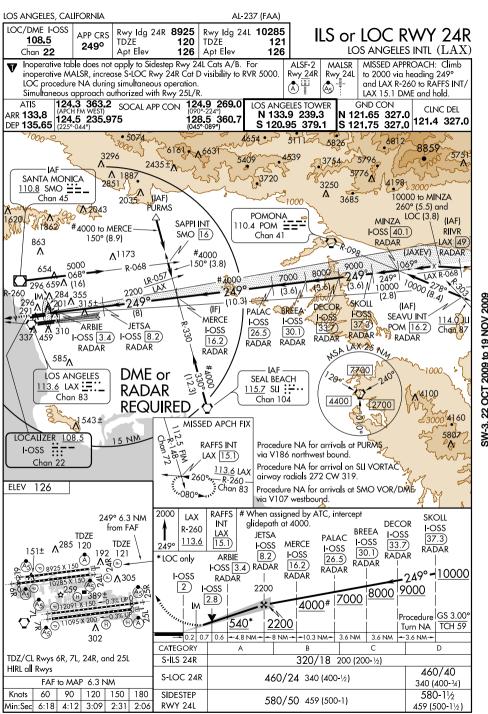




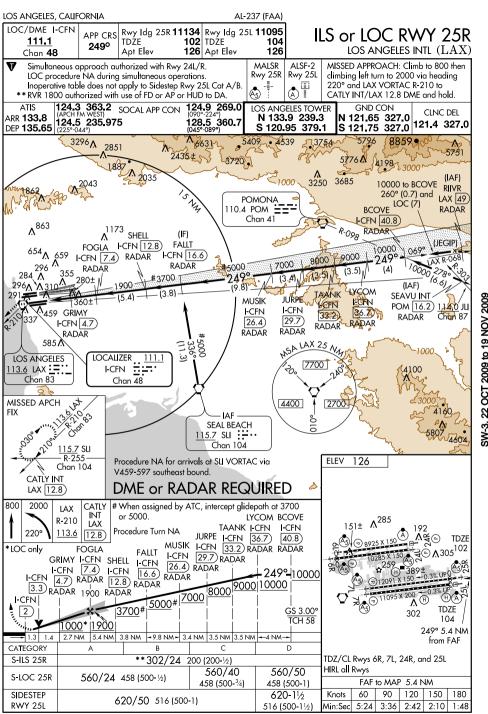


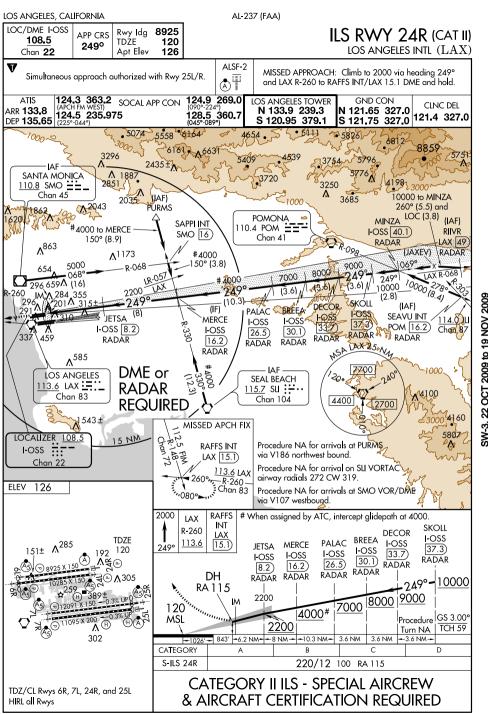


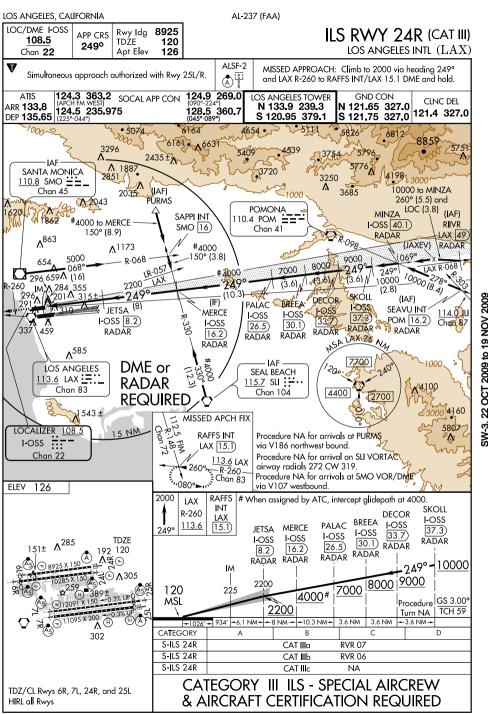
LOS ANGELES, CALIFORNIA AL-237 (FAA) LOC/DME I-HQB Rwy Idg 24L 10285 8925 ILS or LOC RWY 24L Rwy Ida 24R APP CRS 111.7 TDŹE 121 TDŹE 120 249° LOS ANGELES INTL (LAX) Chan **54** Apt Elev 126 126 Apt Elev ALSF-2 MALSR MISSED APPROACH: Climb to 2000 via Simultaneous approach authorized with Rwy 25L/R. Rwy 24L Rwy 24R heading 249° and LAX VORTAC R-260 LOC procedure NA during simultaneous operations. to RAFFS INT/LAX 15.1 DME and hold. Inoperative table does not apply to Sidestep Rwy 24R Cats. A/B. **124.3 363.2** SOCAL APP CON 124.9 269.0 ATIS LOS ANGELES TOWER GND CON CINC DEL ARR 133.8 N 133.9 239.3 N 121.65 327.0 124.5 235.975 (225°-044°) 128.5 360.7 121.4 327.0 S 121.75 327.0 DEP 135.65 S 120.95 379.1 6164 • 5074 5558 5826 8859 5796 **∧**3296 2435 1 IAF 3720 SANTA MONICA 28.51 1887 3250 110.8 SMO ==\_\_ Chan 45 2035 Δ (IAF) 3685 10000 to SHURL 1000 <u>√2</u>043 PURMS 260° (4.8) and **POMONA** LOC (4.3) (IAF) SHURL SAPPLINT 1882 #4000 to JUIII 110.4 POM = RIIVR SMO 16 I-HQB 40.2 150° (9) Chan 41 LAX 49 ۸<sup>863</sup> RADAR ۸<sup>1173</sup> #4000 DINANI RADAR 50° (3.9) 5000 R-068 9000 654 2490 10000 068° LAX LR-057 8000 249° 7000 #4000 (3.6)<sub>N</sub> (16) R-260 27 10000 296 249° 043.6M 2200 (3.6) 659  $\tilde{\Lambda}$   $\tilde{\Lambda}^{284}$   $\tilde{\Lambda}^{355}$ 249° (10.3) PFILA (IAF) (IF) SATWA WINUT (8) HUŔLR I-HQB SEAVU INT I-HOB JULL 114.0JL OCT 2009 to 19 NOV I-HQB I-HQB 37.3 POM 16.2) CORTY 33.7 310 Chan 87 I-HQB 30.1) I-HQB 8.2) RADAR W 26.5) I-HQB [3.4) RADAR RADAR 16.2) LAX 25°NM RADAR RADAR RADAR RADAR RADAR **∧** 585 IAF 7700 DME or LOS ANGELES SEAL BEACH 113.6 LAX <u>:=::</u> **RADAR** 11*5.7* SLI ∷∵·· 4100 Chan 83 Chan 104 REQUIRED ŝ 543 ± MISSED APCH FIX Chan 12.5 5807 LOCALIZER 15 NM **RAFFS INT** Procedure NA for arrivals at PURMS I-HQB 每是 LAX [15.1) via V186 northwest bound. Chan 54 Procedure NA for arrival on SLI VORTAC 113.6 LAX 260° R-260 -Chan 83 airway radials 272 CW 319. ,080° ELEV 126 Chan 83 Procedure NA for arrivals at SMO VOR/DME via V107 westbound. **RAFFS** 2000 # When assigned by ATC, intercept glidepath at 4000. LAX 249° 6.3 NM INT PFII A VGSI and ILS alidepath from FAF R-260 SALWA LAX not coincident I-HQB TD7F WLNUT ^<sup>285</sup> 120 113.6 **HURLR** TDZE I-HQB 15.1) JUHI 37.3) 249° SUTIF I-HQB I-HQB 192 121 33.7 I-HQB RADAR 30.1) I-HQB \*LOC only CORTY **V**点® 26.5) RADAR 16.2) RADAR 8.2) I-HQB I-HQB 3.4 249°-1\_0000 RADAR RADAR RADAR RADAR 1.9 9000 Э 389± I-HQB 2200 8000 ⊕12091 X 150 2.9 7000 <u>40</u>00# Procedure GS 3.00° à 🗓 580\* 2200 Turn NA TCH 59 1 NM +4.8 NM+ -3.6 NM → 302 0.5 --- 8 NM --10.3 NM--3.6 NM--3.6 NM→ CATEGORY Α В D TDZ/CL Rwys 6R, 7L, 24R, and 25L S-ILS 24L 321/24 200 (200-1/2) HIRL all Rwys 500/40 S-LOC 24L 500/24 379 (400-1/2) FAF to MAP 6.3 NM 379 (400-34) 60 90 120 150 180 Knots SIDESTEP 580-11/2 580/50 460 (500-1) 3:09 RWY 24R Min:Sec 6:18 4:12 2:31 2:06 460 (500-11/2)

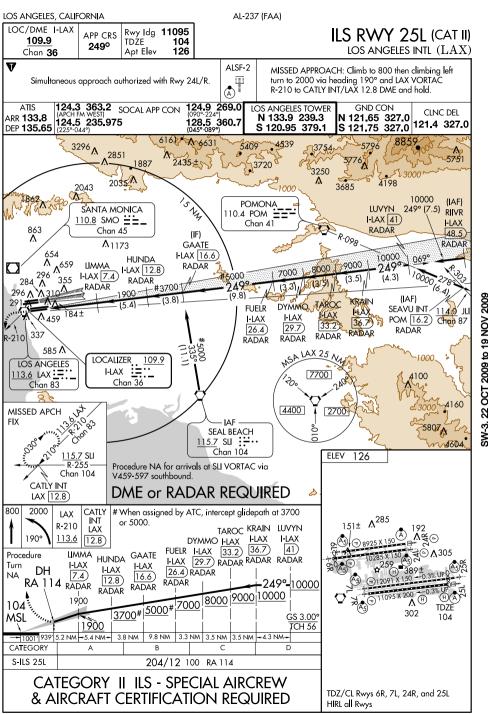


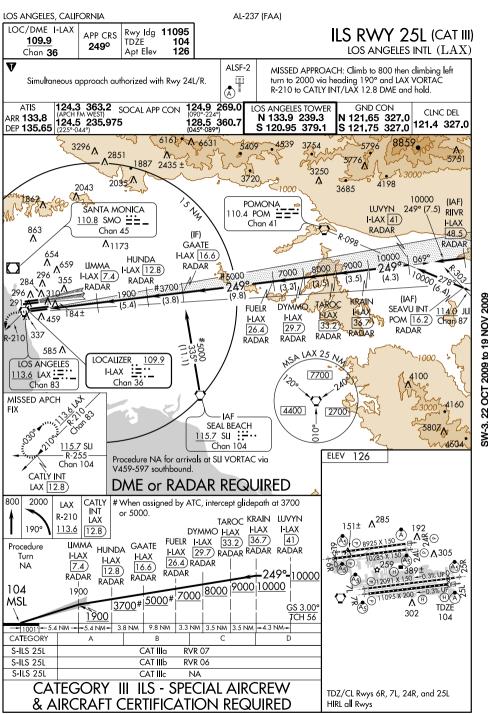
LOS ANGELES, CALIFORNIA LOC/DME I-LAX Rwy Idg 25L 11095 Rwy Idg 25R 11134 ILS or LOC RWY 25L APP CRS 109.9 TDŹE 104 TDŹE 102 2490 LOS ANGELES INTL (LAX) Apt Elev 126 126 Apt Elev Chan 36 ALSF-2 MALSR Inoperative table does not apply to Sidestep Rwy 25R MISSED APPROACH: Climb to 800 then Rwy 25L Rwy 25R Cats. A and B. climbing left turn to 2000 via heading 190° Simultaneous approach authorized with Rwy 24L/R. and LAX VORTAC R-210 to CATLY INT/ (Å) LOC procedure NA during simultaneous operations. LAX 12.8 DMF and hold. 124.3 363.2 SOCAL APP CON 124.9 269.0 LOS ANGELES TOWER GND CON CLNC DEL ARR 133.8 N 133.9 239.3 N 121.65 327.0 124.5 235.975 (225°-044°) 128.5 360.7 121.4 327.0 **DEP 135.65** S 120.95 379.1 S 121.75 327.0 6162 1 6631 3296 A 5409 A 2435 ± 5 2851 *5*751 1887 5776 ر 4198 2035 3685 2043 1000 10000 (IAF) POMONA LUVYN 249° (7.5) SANTA MONICA RIIVR 110.4 POM === 110.8 SMO **==**\_ I-LAX 41. I-LAX Chan 41 863 RADAR Chan 45 48.5 (IF) R-098 **Λ**1173 RADAR **GAATE** 654 I-LAX 16.6 ^659 10000 069 HUNDA 249° 9000 LIMMA RADAR I-LAX 12.8) 7000 296 I-LAX (7.4) #5000 (4.3) 355 RADAR 2498 (3.3) --RADAR #3700 296 A A 310 A (9.8) (IAF) (3.8) KRAIN **FUEĹR** DYMMO SEAVU INTA 11**4.0**′ JLI LLAX LAX I-LAX POM 16.2) I-LAX 22 OCT 2009 to 19 NOV Chan 87 36.7 LADLE 29.7 26.4) RADAR I-LAX 3.5 RADAR 337 RADAR R-210 RADAR RADAR RADAR MSA LAX 25 N 585 A 109.9 LOCALIZER LOS ANGELES I-I AX 13.6 LAX := 7700 ′₽₀. Chan 36 Chan 83 00 13620 4160 4400 2700 MISSED APCH FIX IAF % % SEAL BEACH 115.7 SLI :∺·· 4604 115.7 SLI 126 **ELEV** R-255 Procedure NA for arrivals at SLI VORTAC via Chan 104 V459-597 southbound. CATLY INT DME or RADAR REQUIRED LAX 12.8 800 2000 CATLY # When assigned by ATC, intercept glidepath at 3700 LAX ۸<sup>285</sup> INT or 5000. R-210 151± TAROC KRAIN LUVYN LAX 190 113.6 \*LOC only I-LAX 12.8 I-LAX **TDZE** DYMMO I-LAX © **∧**305 <sup>102</sup> 36.7 41) FUELR I-LAX 33.2) LIMMA HUNDA GAATE Procedure 29.7) RADAR RADAR RADAR I-LAX I-LAX Turn LADLE I-LAX I-LAX 389± 26.4) RADAR 7.4) 16.6 NA 12.8) I-LAX (T)12091 RADAR -249°<del>|</del>10000 RADAR RADAR RADAR 3.5 I-LAX RADAR 9000 10000 7000 <u>80</u>00 Λ® 1900 2 |3700#|<u>500</u>0# TDZÈ 302 GS 3.00° 104 1900 620\* TCH 56 249° 5.4 NM 1.5 NM 3.9 NM -5.4 NM-3.8 NM 9.8 NM 3.3 NM 3.5 NM 3.5 NM -4.3 NMfrom FAF CATEGORY TDZ/CL Rwys 6R, 7L, 24R, and 25L 304/18 200 (200-1/2) S-ILS 25L HIRL all Rwys 540/40 540/50 S-LOC 25L 540/24 436 (500-1/2) 436 (500-34) 436 (500-1) FAF to MAP 5.4 NM SIDESTEP 620-11/2 Knots 60 90 120 150 180 620/50 518 (500-1) RWY 25R 518 (500-11/5) Min:Sec 5:24 3:36 2:42 2:10 1:48



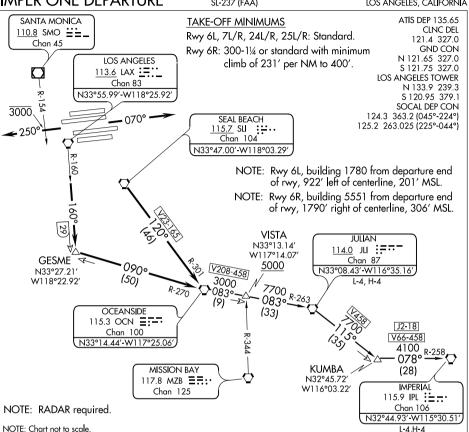








22 OCT 2009 to 19 NOV 2009



DEPARTURE ROUTE DESCRIPTION V TAKE-OFF RUNWAYS 6L/R, 7L/R: Climb via heading 070° for vector to SLI VORTAC, then

via SLI R-120 and OCN R-301 to OCN VORTAC. Thence. . . . TAKE-OFF RUNWAYS 24L/R, 25L/R: Climb via heading 250° to cross SMO R-154 at or below 3000. Then via radar vectors to join LAX R-160 to GESME INT. Then via OCN

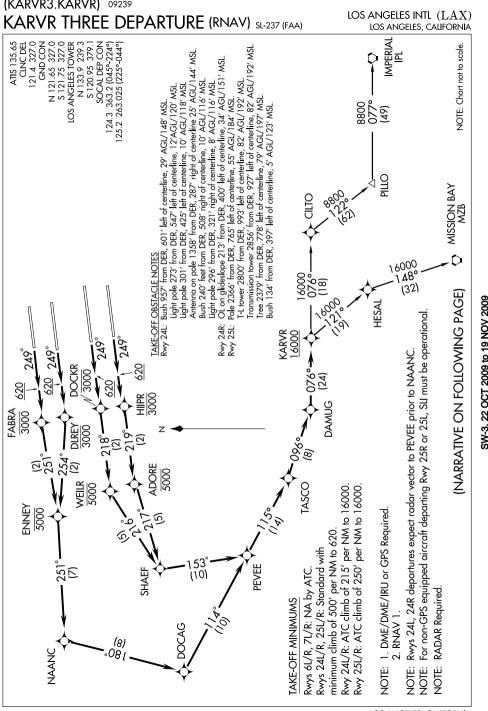
R-270 to OCN VORTAC. Thence. . . . . . . .via (assigned transition) or (assigned route). All aircraft expect further clearance to filed flight level three minutes after departure.

LOST COMMUNICATIONS: If not in contact with Departure Control within five minutes

after departure, climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure. IMPERIAL TRANSITION (IMPER1.IPL): From over OCN VORTAC via OCN R-083 and

JLI R-263 to JLI VORTAC. Then via JLI R-115 and IPL R-258 to IPL VORTAC. JULIAN TRANSITION (IMPER1.JLI): From over OCN VORTAC via OCN R-083 and JLI R-263 to JLI VORTAC.

(JEDDD1.JEDDD) 09239 LOS ANGELES INTL (LAX) JEDDD ONE DEPARTURE (RNAV) SL-237 (FAA) LOS ANGELES, CALIFORNIA ATIS DEP 135 65 CLNC DEL **DOCKR** 121.4 327.0 520 3000 GND CON N 121.65 327.0 249° S 121.75 327.0 LOS ANGELES TOWER 249° N 133.9 239.3 S 120.95 379.1 520 SOCAL DEP CON 3000 124.3 363.2 (045°-224°) **ELYME** 125.2 263.025 (225°-044°) 5000 TAKE-OFF OBSTACLE NOTES Rwy 25L: Tree 2379' from DER, 778' left of centerline, 100' AGL/197' MSL. Pole 2366' from DER, 765' left of centerline, 100' AGL/184' MSL. Multiple towers beginning 2800' from DER, 927' left of centerline, CMFNT up to 82' AGL/192' MSL. Bush 133' from DER, 397' left of centerline, 20' AGL/123' MSL. SEAL BEACH SLI 7900 COREL SW-3 22 OCT 2009 to 19 NOV 2009 0810 PONND (23)TAKE-OFF MINIMUMS Rwys 6L, 6R, 7L, 7R, 24L, 24R, NA - ATC. **JEDDD** Rwys 25L, 25R, Standard. ATC climb NOTE: Chart not to scale. of 400 feet per NM to 520. NOTE: RNAV 1 NOTE: DME/DME/IRU or GPS required. NOTE: Turboprop aircraft only. **CWARD** NOTE: RADAR required. NOTE: MZB and OCN TRANSITIONS - for non-GPS 3300 equipped aircraft departing Rwy 25R or 25L, **OCEANSIDE** 095 SLI must be operational. OCN NOTE: Some departures can expect radar vector to JEDDD, SLI VORTAC or BUOYE. BUOYE DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 25L: Climb heading 249° to 520, then direct to cross HIIPR at or below 3000, then via 200° track to cross ELYME at or below 5000, then via depicted route to JEDDD, thence. . . . TAKE-OFF RUNWAY 25R: Climb heading 249° to 520, then direct to cross DOCKR at or below 3000, then via 198° track to cross ELYME at or below 5000, then via depicted route to JEDDD, thence. . . . **TORIE** .... (TRANSITION): expect further clearance to filed altitude three minutes after departure. COREL TRANSITION (JEDDD1.COREL) MISSION BAY TRANSITION (JEDDD1.MZB) OCEANSIDE TRANSITION (JEDDD1.OCN) MISSION BAY 🗘 MZB SEAL BEACH TRANSITION (JEDDD1.SLI)



LOS ANGELES INTL (LAX) KARVR THREE DEPARTURE (RNAV) SL-237 (FAA) LOS ANGELES, CALIFORNIA V DEPARTURE ROUTE DESCRIPTION

(KARVR3.KARVR) 07354

# TAKE-OFF RUNWAY 24R: Climb heading 249° to 620, then direct to cross FABRA at or

below 3000, then via 251° track to cross ENNEY at or below 5000, then via depicted route to cross KARVR at or above 16000. Thence.... TAKE-OFF RUNWAY 24L: Climb heading 249° to 620, then direct to cross DLREY at or below 3000, then via 254° track to cross ENNEY at or below 5000, then via depicted route to cross KARVR at or above 16000. Thence.... TAKE-OFF RUNWAY 25R: Climb heading 249° to 620, then direct to cross DOCKR at or below 3000, then via 218° track to cross WEILR at or below 5000, then via depicted route

to cross KARVR at or above 16000. Thence.... TAKE-OFF RUNWAY 25L: Climb heading 249° to 620, then direct to cross HIIPR at or below 3000, then via 219° track to cross ADORE at or below 5000, then via depicted route to cross KARVR at or above 16000. Thence.... ..... via TRANSITION. Expect further clearance to filed altitude five minutes after

departure.

IMPERIAL TRANSITION (KARVR3.IPL)

MISSION BAY TRANSITION (KARVR3.MZB)

SW-3 22 OCT 2009 to 19 NOV 2009

(DARIS.KIMMO2) 09239 KIMMO TWO ARRIVAL LOS ANGELES, CALIFORNIA ST-237 (FAA) SOCAL APP CON TULF 124.3 363.2 (APCH FM WEST) 109.2 TTE = 124.5 235.975 (225° 044°) Chan 29 124.9 269.0 (090°-224°) N35°54.78′-W119°01.25′ 128.5 360.7 (045°-089°) L-3-7. H-4 LOS ANGELES ATIS ARR 133.8 SHAFTER SANTA MONICA ATIS 115.4 EHF :: ..... 119 15 Chan 101 N35°29 07' WRING W119°05.84' N35°30.79' W118°52.50′ L-3-7, H-4 NOTE: Procedure for non-turbojet aircraft R-067 only except Palmdale Transition to Santa Monica Airport. **ARVIN** AMONT N35°16.61′ W118°51.68′ N35°11.03′ W118°45.32′ SW-3, 22 OCT 2009 to 19 NOV 2009 **LOPES** N35°01.91′ W118°42.08' GORMAN 116.1 GMN **ΞΞ** Chan 108 LAKE HUGHES PALMDALE 108.4 LHS :::: N34°48.24′ 114.5 PMD = ... Chan 92 Chan 21 W118°51.68 ' R-329 N34°40.98′-W118°34.62 N34°37.88′-W118°03.83′ L-3-4-7 L-3-4-7, H-4 **SAUGS BOGET FILLMORE** N34°29.80' W118°28.06′ N34°30.85′-W118°15.09′ 112.5 FIM :: -Chan 72 VERTICAL NAVIGATION PLANNING INFORMATION R-053 Expect clearance to cross at 8000 feet. **KIMMO** SLI N34°24.61 35) PARADISE W118°25.04′ **DARTS** 112.2 PDZ = .... VAN NUYS N34°09.36' Chan 59 113.1 VNY :: -W118°16.18′ Chan 78 N34°13.41′-W118°29.50′ 095: R-276 **SANTA PURMS** SANTA MONICA MONICA MUNI N34°07.44′ 110.8 SMO == W118°09.87' Chan 45 N34°00.62′-W118°27.40′ LOS ANGELES R-330 INTL SEAL BEACH LOS ANGELES 115.7 SLI :∵·· 113.6 LAX <u>:=:</u> Chan 104 N33°47.00′-W118°03.29′ N33°55.99′-W118°25.92′ (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

KIMMO TWO ARRIVAL ST-237 (FAA) LOS ANGELES, CALIFORNIA

ARRIVAL ROUTE DESCRIPTION

LAKE HUGHES TRANSITION (LHS.KIMMO2): From over LHS VORTAC via LHS

R-139 to DARTS INT. Thence....
PALMDALE TRANSITION (PMD.KIMMO2): From over PMD VORTAC via PMD

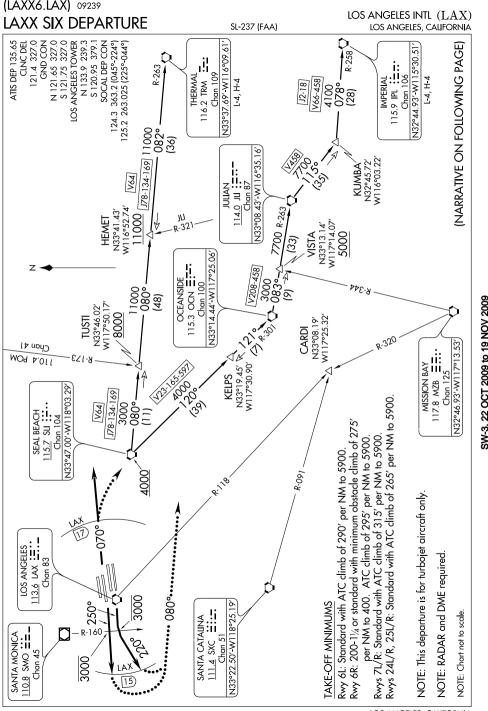
R-218 to KIMMO INT, then via LHS R-139 to DARTS INT. Thence....

SHAFTER TRANSITION (EHF.KIMMO2): From over EHF VORTAC via EHF R-123 and LHS R-329 to LHS VORTAC, then via LHS R-139 to DARTS INT. Thence....

TULE TRANSITION (TTE.KIMMO2): From over TTE VOR/DME via TTE R-147 and LHS R-329 to LHS VORTAC, then via LHS R-139 to DARTS INT. Thence....

....LANDING LOS ANGELES INTL: From over DARTS INT via VNY R-095 to PURMS INT. Expect radar vectors to final approach course. ....LANDING SANTA MONICA MUNI: From over DARTS INT expect radar vectors to final approach course.

SW-3 22 OCT 2009 to 19 NOV 2009



(LAXX6.LAX) 08325 LAXX SIX DEPARTURE

LOS ANGELES INTL (LAX) LOS ANGELES, CALIFORNIA

V

### DEPARTURE ROUTE DESCRIPTION

SL-237 (FAA)

TAKE-OFF RUNWAYS 24L/R: Climb heading 250° to cross SMO R-160 at or below 3000, then via radar vectors to assigned route/fix/transition. Thence....

TAKE-OFF RUNWAYS 25L/R: Climb heading 250° to cross SMO R-160 at or below

....all aircraft expect further clearance to filed flight level three minutes after departure.

3000, then via heading 220° for radar vectors to assigned route/fix/transition. Thence....

TAKE-OFF RUNWAYS 6L/R, 7L/R: Climb heading 070° for vectors to SLI VORTAC. Thence....

#### LOST COMMUNICATIONS:

RUNWAYS 24L/R, 25L/R: If not in contact with departure control by 15 DME west of LAX VORTAC, then turn left heading 080°, climb to FL230 or filed altitude whichever is lower. and when able proceed direct filed or assigned route. Aircraft filed FL240 or above. maintain FL230 for five minutes then continue climb to filed altitude.

RUNWAYS 6L/R, 7 L/R: If not in contact with departure control by 17 DME east of LAX VORTAC, climb to FL230 or filed altitude whichever is lower, turn right direct SLI and proceed via assigned route. Aircraft filed FL240 or above, maintain FL230 for five

THERMAL TRANSITION (LAXX6.TRM): From over SLI VORTAC via SLI R-080 and TRM R-263 to TRM VORTAC.

IMPERIAL TRANSITION (LAXX6.IPL): From over SLI VORTAC via SLI R-120 and OCN R-301 to OCN VORTAC, then via OCN R-083 and JLI R-263 to JLI VORTAC, then via JLI R-115 and IPL R-258 to IPL VORTAC.

#### TAKE-OFF OBSTACLE NOTES:

minutes then continue climb to filed altitude.

RWY 6L: Buildings and signs beginning 1693' from DER, 339' left of centerline, up to 50' AGL/201' MSL. RWY 6R: Antenna on building 560' from DER, 479' right of centerline, 18' AGL/127' MSL.

OL on building 5550' from DER, 1791' right of centerline, 202' AGL/306' MSL.

OL on sign and sign beginning 1866' from DER, 920' left of centerline, up to 49' AGL/161' MSL.

OL on blast fence 168' from DER, 33' left of centerline, 14' AGL/106' MSL. RWY 7L:

Poles beginning 1290' from DER, 505' left of centerline, up to 55' AGL/147' MSL.

Antenna on building 1576' from DER, 315' left of centerline, 55' AGL/147' MSL. Sign and railroad beginning 351' from DER, 10' left of centerline, up to 29' AGL/124' MSL.

Railroad 275' from DER, 500' right of centerline, 23' AGL/115' MSL. App light and OL on LOC beginning 979' from DER, on rwy centerline, up to 27' AGL/119' MSL.

Trees and building beginning 790' from DER, 606' right of centerline, up to 58' AGL/157' MSL.

RWY 24L: Bush 956' from DER, 600' left of centerline, 40' AGL/148' MSL.

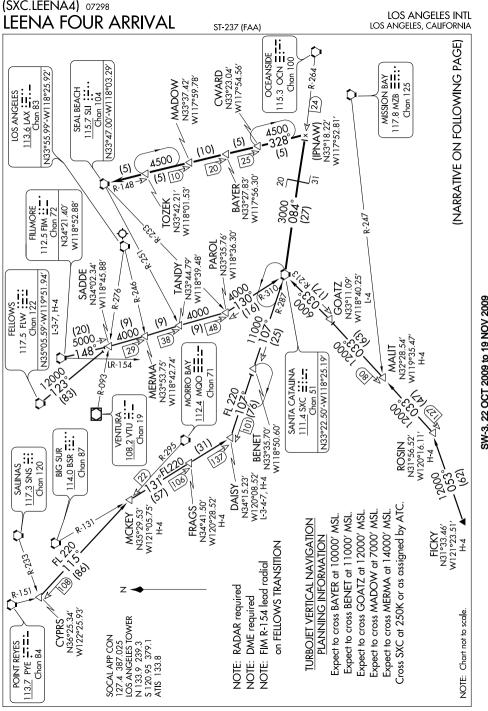
Light poles beginning 273' from DER, 425' left of centerline, up to 10' AGL/120' MSL.

Antenna on pole 1357' from DER, 286' right of centerline, 36' AGL/144' MSL. Light poles and bushes beginning 239' from DER, 321' right of centerline, up to 8' AGL/116' MSL.

RWY 24R: OL on GS, 212' from DER, 399' left of centerline, 39' AGL/151' MSL.

RWY 25L: Tree and pole beginning 2366' from DER, 764' left of centerline, up to 80' AGL/197' MSL. Trmsn towers beginning 2800' from DER, 926' left of centerline, up to 71' AGL/192' MSL.

Bush 133' from DER, 397' left of centerline, 4' AGL/123' MSL.



LOS ANGELES INTL LOS ANGELES, CALIFORNIA

### ST-237 (FAA)

# ARRIVAL DESCRIPTION

CYPRS TRANSITION (CYPRS.LEENA4): From over CYPRS INT via MQO R-295 to MCKEY INT, then via BSR R-131 to DAISY INT, and SXC R-287 to SXC VORTAC. Thence

DAISY TRANSITION (DAISY.LEENA4): From over DAISY INT via SXC R-287 to SXC VORTAC. Thence....

FELLOWS TRANSITION (FLW.LEENA4): From over FLW VORTAC via FLW R-123 to SADDE INT, then via FIM R-148 to PAROL INT, and SXC R-310 to SXC VORTAC. Thence....

FICKY TRANSITION (FICKY.LEENA4): From over FICKY direct ROSIN DME, then via SXC R-213 to SXC VORTAC. Thence....

FILLMORE TRANSITION (FIM.LEENA4): From over FIM VORTAC via FIM R-148

to PAROL INT, then via SXC R-310 to SXC VORTAC. Thence....

FRAGS TRANSITION (FRAGS.LEENA4): From over FRAGS INT via BSR R-131 to DAISY INT, and SXC R-287 to SXC VORTAC, Thence....

GOATZ TRANSITION (GOATZ, LEENA4): From over GOATZ DME via SXC R-213

to SXC VORTAC. Thence.... MALIT TRANSITION (MALIT.LEENA4): From over MALIT DME via SXC R-213 to

SXC VORTAC. Thence.... MCKEY TRANSITION (MCKEY.LEENA4): From over MCKEY INT via BSR R-131 to

DAISY INT, and SXC R-287 to SXC VORTAC. Thence....

ROSIN TRANSITION (ROSIN.LEENA4): From over ROSIN DME via SXC R-213 to SXC VORTAC. Thence....

....From over SXC VORTAC via SXC R-084 and OCN R-264 to (IPNAW) to intercept the SLI R-148 to CWARD INT. From CWARD INT via SLI R-148 to SLI VORTAC. Expect

radar vectors to ILS approach for Rwy 25L.

22 OCT 2009 to 19 NOV 2009

(LOOP4.LAX) 09239 LOS ANGELES INTL (LAX) LOOP FOUR DEPARTURE SL-237 (FAA) LOS ANGELES, CALIFORNIA ATIS DEP 135 65 TAKE-OFF MINIMUMS CLNC DEL Rwys 24L/R, 25L/R: Standard. 121.4 327.0 GND CON Rwys 6L/R, 7L/R: NA- Air Traffic. N 121.65 327.0 S 121.75 327.0 NOTE: RADAR and DME Required. LOS ANGELES TOWER N 133.9 239.3 NOTE: ATC minimum climb of 500' per NM to 10,000 S 120.95 379.1 required. If unable, use LAXX DEPARTURE. SOCAL DEP CON 124.3 363.2 (045°-224°) NOTE: Use LAXX DEPARTURE, DAGGETT TRANSITION, 125.2 263.025 (225°-044°) during the period 2100-0700 local time in lieu of the LOOP DEPARTURE. SANTA MONICA 110.8 SMO == \_ Chan 45 COOPP R-222 19-100-146 N34°07.27' KEGGS 15000 W118°06.03' N34°00.51′ \*12100 15000 W118°17.98′ 041° 13000 (911 10000 DAGGETT 3000 112120 9000 113.2 DAG ---SW-3 22 OCT 2009 to 19 NOV 2009 Chan 79 250° (8) 250°• N34°57.75′-W116°34.69′ L-7, H-4 10000 3000 LOS ANGELES 113.6 LAX :=:: Chan 83 N33°55.99′-W118°25.92′ NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 24L/R: Climb via heading 250° to cross SMO R-160 at or below 3000, then via radar vectors to LAX VORTAC. Expect left turn direct LAX VORTAC. Thence.... TAKE-OFF RUNWAYS 25L/R: Climb via heading 250° to cross SMO R-160 at or below 3000, then turn left heading 235° for vector to LAX VORTAC. Expect left turn direct LAX VORTAC. Thence.... .... via (assigned transition) or (assigned route). All aircraft expect further clearance to filed flight level three minutes after departure. LOST COMMUNICATIONS: If not in contact with Departure Control by 15 DME west of LAX VORTAC, turn left and proceed direct LAX VORTAC, climb to FL230 or filed altitude whichever is lower, and when able proceed via filed or assigned route/fix/transition. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure. DAGGETT TRANSITION (LOOP4.DAG): From over LAX VORTAC via LAX R-041 and DAG R-222 to DAG VORTAC.

(FIM.MOOR3) 09239 LOS ANGELES INTL MOORPARK THREE ARRIVAL LOS ANGELES, CALIFORNIA ST-237 (FAA) SOCAL APP CON 124.3 363.2 (APCH FM WEST) 124.5 235.975 (225°-044°) 124.9 269.0 (090°-224°) 128.5 360.7 (045°-089° AVENAL 117.1 AVE :..-1338 SHAFTER N35°38.82′-W119°58.72′ 115.4 EHF :: ... L-3-7. H-4 \_\_ Chan 101 **DERBB** N35°15.35' W119°38.49′ L-3-7, H-4 LAKE HUGHES 108.4 LHS :::: Chan 21 REYES N34°39.52' SAN MARCUS W119°08.06′ 114.9 RZS :--· Chan 96 R-227 N34°30 57′-W119°46 26′ **PIRUE** N34°29.81' W118°59.90′ DINTY 8000 N33°28.97′ (45) FILLMORE 053 W122°35.04′ 112.5 FIM 😐 PAULA H-4 Chan 72 N34°16.43′-W118°52.14′ N34°21.40′-W118°52.88′ TURBOJET VERTICAL NAVIGATION 5000 (5) PLANNING INFORMATION Cross at 250K or as assigned by ATC. Expect to cross at 11,000. SANTA MONICA A 110.8 SMO **∺**±. ILEAN -N34°12.65′-W118°51.58′ Chan 45 TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

20

WAKER N34°01 90'-W118°50 00' Expect to cross at 6.000 R-259

AVENAL TRANSITION (AVE.MOOR3): From over AVE VORTAC via AVE R-129 and FIM R-310 to FIM VORTAC. Thence....

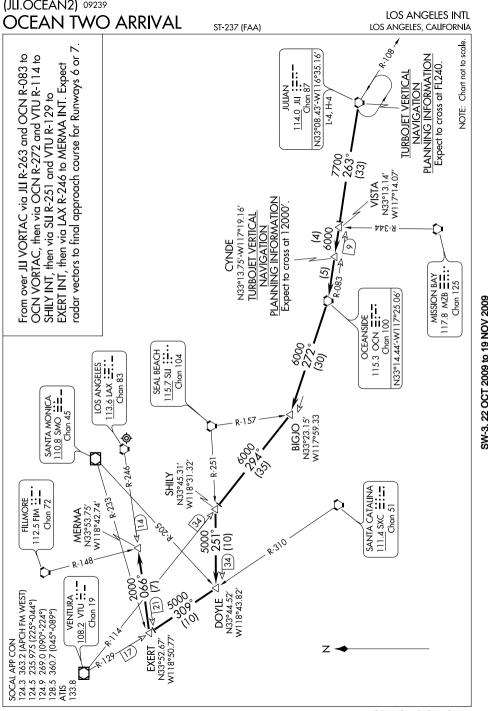
Cross at 230K or as assigned by ATC. Expect to cross at 10,000.

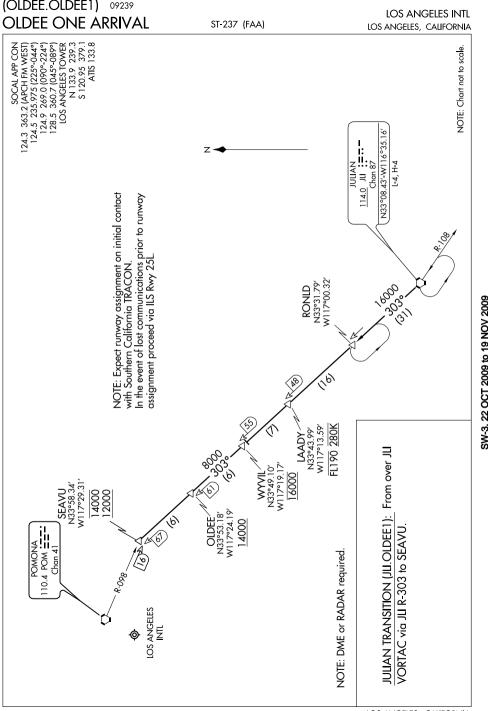
NOTE: DME or Radar required. NOTE: Chart not to scale.

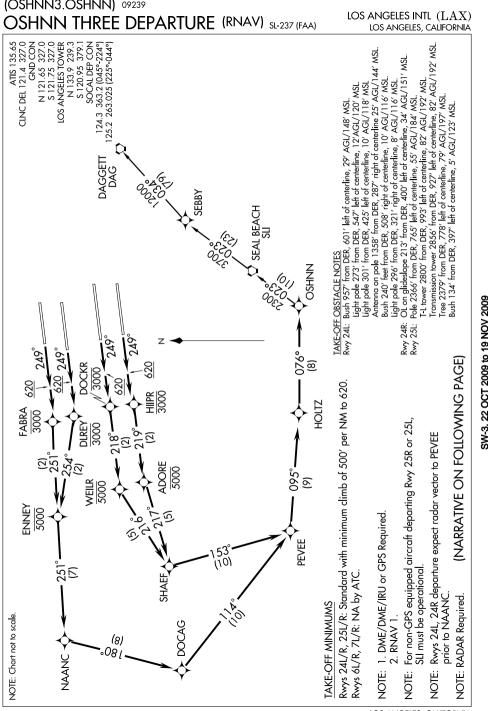
DERBB TRANSITION (DERBB.MOOR3): From over DERBB INT via AVE R-129 and FIM R-310 to FIM VORTAC. Thence....

DINTY TRANSITION (DINTY.MOOR3): From over DINTY INT via RZS R-233 to RZS VORTAC. Then via RZS R-087 and FIM R-267 to FIM VORTAC. Thence....

....From over FIM VORTAC via FIM R-158 to WAKER INT. For Runways 6L/R or 7L/R: From WAKER INT expect vector to final approach course for LOS ANGELES INTERNATIONAL AIRPORT.







(OSHNN3.OSHNN) 07354

OSHNN THREE DEPARTURE (RNAV) SL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 24R: Climb heading 249° to 620, then direct to cross FABRA at or below 3000, then via 251° track to cross ENNEY at or below 5000, then via depicted route to OSHNN, Thence....

TAKE-OFF RUNWAY 24L: Climb heading 249° to 620, then direct to cross DLREY at or below 3000, then via 254° track to cross ENNEY at or below 5000, then via depicted route to OSHNN, Thence....

TAKE-OFF RUNWAY 25R: Climb heading 249° to 620, then direct to cross DOCKR at or below 3000, then via 218° track to cross WEILR at or below 5000, then via depicted route to OSHNN, Thence....

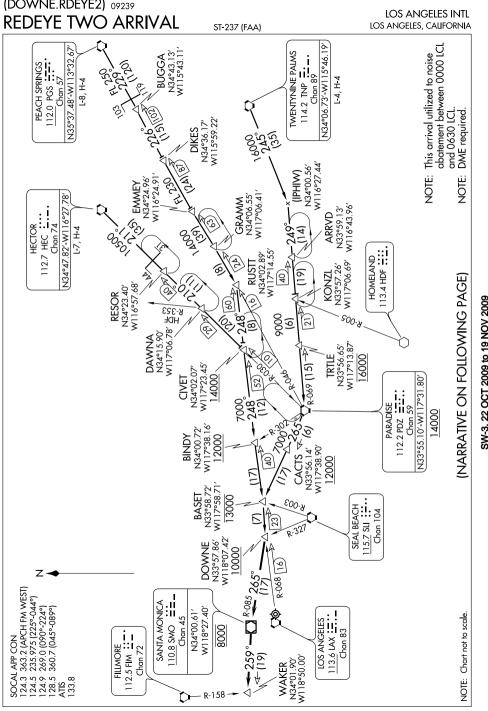
TAKE-OFF RUNWAY 25L: Climb heading 249° to 620, then direct to cross HIIPR at or below 3000, then via 219° track to cross ADORE at or below 5000, then via depicted

.... via DAGGETT TRANSITION. Expect further clearance to filed altitude five minutes after departure.

DAGGETT TRANSITION (OSHNN3.DAG)

route to OSHNN, Thence....

(PRCH9.LAX) 09239 LOS ANGELES INTL (LAX) PERCH NINE DEPARTURE SL-237 (FAA) LOS ANGELES, CALIFORNIA TAKE-OFF MINIMUMS ATIS DEP 135.65 CLNC DEL Rwys 6L, 7L/R, 24L/R, 25L/R: Standard. 121.4 327.0 Rwy 6R: 300-11/4 or standard with minimum climb of GND CON 231' per NM to 400'. N 121.65 327.0 S 121.75 327.0 NOTE: MRA DINTY DME FL 310 to receive LAX and RZS DME. LOS ANGELES TOWER N 133.9 239.3 NOTE: RZS R-233/153 DME fix DINTY DME FIX MRA 26000. S 120.95 379.1 NOTE: Route depicted is a LOST COMMUNICATION PROCEDURE ONLY. SOCAL DEP CON 124.3 363.2 (045°-224°) NOTE: RADAR and DME required. 125.2 263.025 (225°-044°) SAN MARCUS SANTA MONICA 114.9 RZS :--· 110.8 SMO <u>=</u> = Chan 96 VENTURA Chan 45 108.2 VTU ::-Chan 19 3000 SW-3 22 OCT 2009 to 19 NOV 2009 **PERCH** 270° N33°52.04' W119°09.45' DINTY N33°28.97' 10000 LOS ANGELES W122°35.04′ 5000 113.6 LAX :=:: MRA 26000 Chan 83 H-4 NOTE: Rwy 6L, building 1813' from departure end of runway, **FICKY** 942' left of centerline, 201' MSL. N31°33.46′ NOTE: Rwy 6R, building, 5551' from departure end of runway, W121°23.51′ 1790' right of centerline, 306' MSL. H-4 NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 6L/R, 7L/R: Climb via heading 070° for vector to DINTY INT or FICKY INT. Thence.... TAKE-OFF RUNWAYS 24L/R, 25L/R: Climb via heading 250° to cross SMO R-160 at or below 3000, then via radar vectors to DINTY INT or FICKY INT. Thence .... ....via (assigned route). All aircraft expect further clearance to filed flight level three minutes after departure. LOST COMMUNICATIONS: TAKE-OFF RUNWAYS 6L/R, 7L/R: If not in contact with Departure Control upon reaching LAX 8 DME, turn right heading 250°. Cross SMO R-210 at or above 5000' and at or below 10000'. After leaving 10000', turn right heading 270° to intercept and proceed via LAX R-249 to PERCH INT. TAKE-OFF RUNWAYS 24L/R, 25L/R: If not in contact with Departure Control within five minutes after departure, proceed to PERCH INT via LAX R-249. Climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after depature.



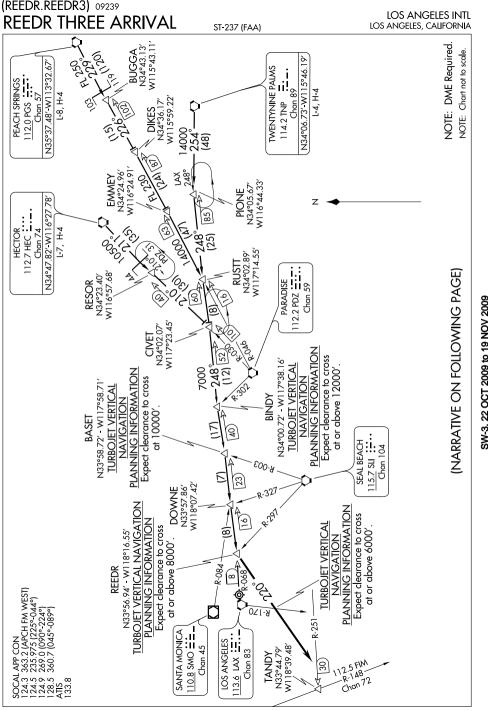
(DOWNE.RDEYE2) 08101 LOS ANGELES INTL REDEYE TWO ARRIVAL LOS ANGELES, CALIFORNIA ST-237 (FAA)

## ARRIVAL DESCRIPTION HECTOR TRANSITION (HEC.RDEYE2): From over HEC VORTAC via HEC R-211

and PDZ R-030 to CIVET INT, then LAX R-068 to DOWNE INT. Thence.... PEACH SPRINGS TRANSITION (PGS.RDEYE2): From over PGS VORTAC via PGS R-229 and PDZ R-046 to RUSTT INT, then LAX R-068 to DOWNE INT. Thence.... TWENTYNINE PALMS TRANSITION (TNP.RDEYE2): From over TNP VORTAC

via TNP R-245 and PDZ R-069 to PDZ VORTAC, then PDZ R-265 to BASET INT, then LAX R-068 to DOWNE INT. Thence....

....From DOWNE INT via SMO R-085 to SMO VOR/DME, then via SMO R-259 to WAKER INT. Expect vector to final approach course for runways 6 and 7.



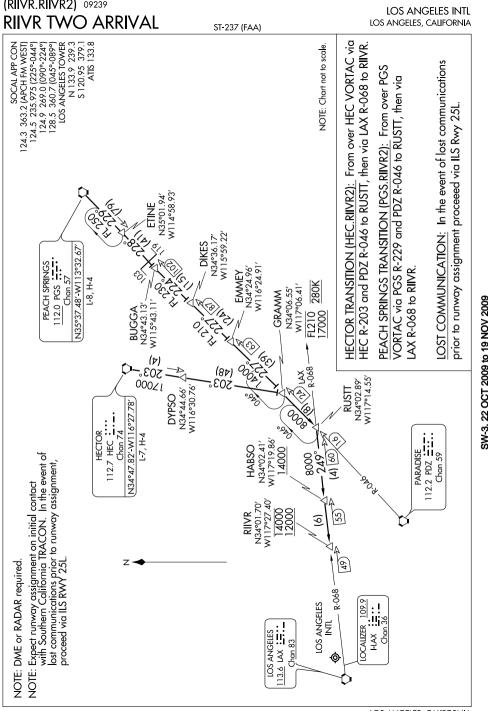
(REEDR.REEDR3) 02276 LOS ANGELES INTL REEDR THREE ARRIVAL LOS ANGELES, CALIFORNIA ST-237 (FAA)

# ARRIVAL DESCRIPTION HECTOR TRANSITION (HEC.REEDR3): From over HEC VORTAC via HEC R-211

and PDZ R-030 to CIVET INT, then LAX R-068 to REEDR INT. Thence.... PEACH SPRINGS TRANSITION (PGS.REEDR3): From over PGS VORTAC via PGS R-229 and PDZ R-046 to RUSTT INT, then LAX R-068 to REEDR INT. Thence.... TWENTYNINE PALMS TRANSITION (TNP.REEDR3): From over TNP VORTAC via TNP R-254 to PIONE INT, then LAX R-068 to REEDR INT. Thence....

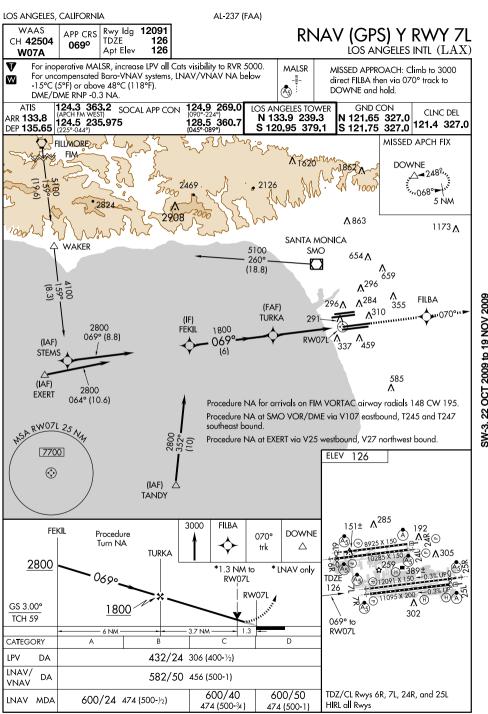
....From over REEDR INT via heading 220° for radar vector to final approach course for Runways 6 or 7. LOST COMMUNICATIONS: Depart REEDR INT heading 220° to intercept the

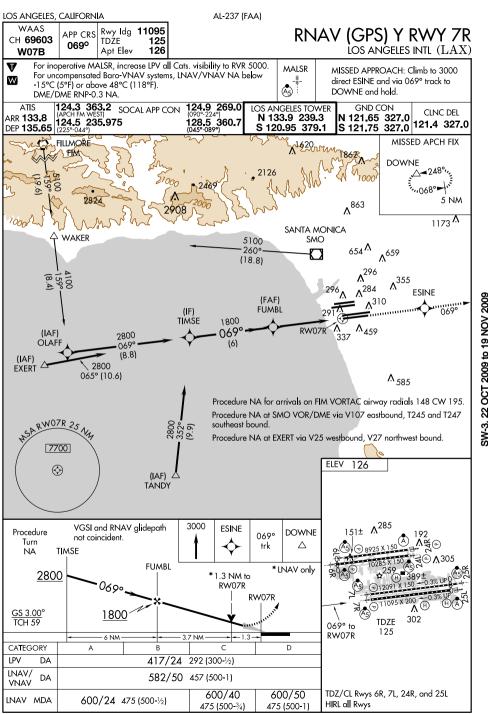
SLI R-251 to TANDY INT/SLI 30 DME.

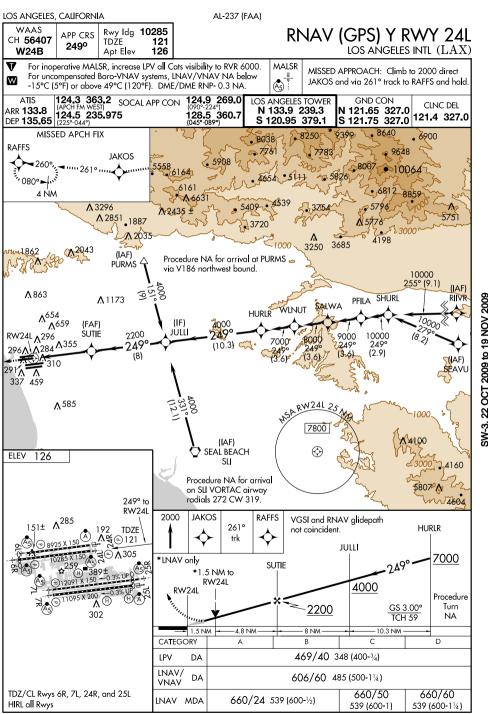


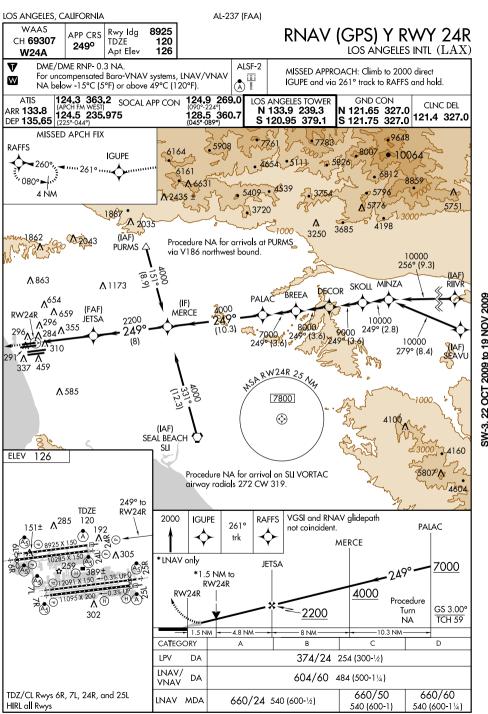
LOS ANGELES, CALIFORNIA AL-237 (FAA) WAAS Rwy Ida 8925 RNAV (GPS) Y RWY 6L APP CRS CH 82507 TDŹE 117 0690 LOS ANGELES INTL (LAX) Apt Elev 126 W06A V Inoperative table does not apply to LPV, LNAV/VNAV, and LNAV Cat A and B. MALSR For inoperative MALSR, increase LNAV Cat C and D visibility to RVR 6000. W MISSED APPROACH: Climb to -11-For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) 3000 direct ZANAV and via (A<sub>5</sub>) or above 48°C (118°F). 040° track to AMTRA and hold. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA 124.3 363.2 SOCAL APP CON 124.9 269.0 LOS ANGELES TOWER GND CON CLNC DEL ARR 133.8 N 133.9 239.3 N 121.65 327.0 128.5 360.7 124.5 235.975 S 121 75 327 0 121 4 327 0 DEP 135.65 S 120.95 379.1 MISSED APCH FIX FILMORE AMTRA 4 NM 1173 A SANTA MONICA WAKER 5100 SMO 260° ,,,,,O40°,,,,, (18.8)22 OCT 2009 to 19 NOV 2009 4100 1590 (7.4 ۸<sup>355</sup> (FAF) ALISN RW06L (IF) 3500 1800 λ <sub>310</sub> NÀTHN ZANAV 069° (8.3) 069° 175 **1** 459 (IAF) (6) 337 DNITA 3500 059 (IAF) Procedure NA for arrivals on FIM VORTAC (10.2) EXERT 🕸 airway radials 148 CW 195. **∧** 585 Procedure NA at SMO VOR/DME via V107 eastbound, T245 and T247 southeast bound RW06L 25 Ny 3500 348° 10.8) Procedure NA at EXERT via V25 westbound, V27 northwest bound. ELEV 126 7800 (<del>\frac{1}{2}</del>) (IAF) 069° to **TANDY** RW06L TDZE Ί5ٜ1± Λ<sup>285</sup> 3000 117 Procedure VGSI and RNAV glidepath ZANAV AMTRA 040° Turn not coincident NATHN Δ NA trk ALISN 3500 0690 RW06L 302 GS 3.00° 1800 TCH 54 - 6 NM 5.1 NM CATEGORY D LPV DA 390/50 273 (300-1) LNAV/ 441/50 324 (400-1) DA VNAV TDZ/CL Rwys 6R, 7L, 24R, and 25L 540/50 423 (500-1) HIRL all Rwys LNAV MDA

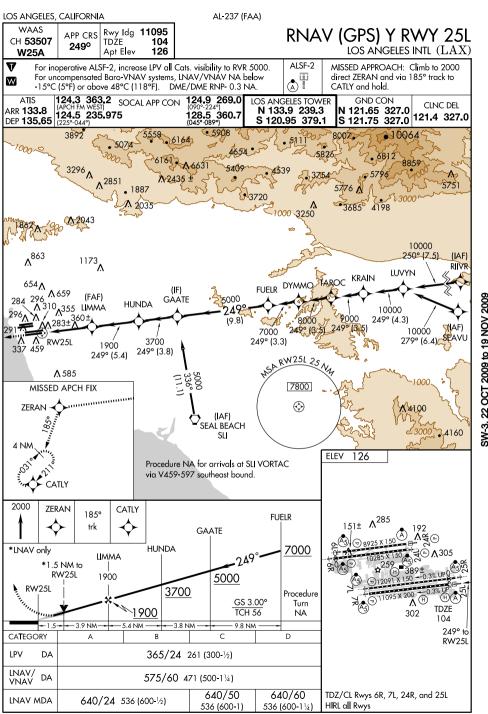
AL-237 (FAA) LOS ANGELES, CALIFORNIA WAAS Rwy Idg 9954 APP CRS RNAV (GPS) Y RWY 6R CH 61207 TDŹE 114 0690 LOS ANGELES INTL (LAX) Apt Elev 126 W06B V For inoperative MALSR, increase LPV all Cats and LNAV/VNAV Cat D visibility MALSR MISSED APPROACH: Climb to to RVR 5000, and increase LNAV Cat D visibility to RVR 6000. W 3000 direct ZIMLO and via For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) 040° track to AMTRA and hold. (Ā5) or above 48°C (118°F). DME/DME RNP-0.3 NA. 124.3 363.2 SOCAL APP CON 124.9 269.0 LOS ANGELES TOWER GND CON CLNC DEL N 133.9 239.3 ARR 133.8 N 121.65 327.0 124.5 235.975 128.5 360.7 S 121 75 327 0 121 4 327 0 S 120.95 379.1 DEP 135.65 MISSED APCH FIX FILMORE AMTRA 1620 4 NM 2908 863 1 1173 A SANTA MONICA 654 5100 SMO ۸<sup>659</sup> 260° In Odo mining (18.8)22 OCT 2009 to 19 NOV 2009 4100 .159° (7.5) ۸<sup>355</sup> 284 296 (FAF) RW06R ĠIJ₽Ė (IF) ...**./\**.310 3500 OTTES 1800 069° (8.1) ZIMLO 069° 175 Λ459 **^** 337 (IAF) (6) **FILAR** 3500 090 (9.9) Procedure NA for arrivals on FIM VORTAC airway radials 148 CW 195 (IAF) Λ 585 Procedure NA at SMO VOR/DME via V107 **EXERT** eastbound, T245 and T247 southeast bound. RW06R 25 Ny Procedure NA at EXERT via V25 westbound, 3500 347° 10.6) V27 northwest bound. 7800 126 **ELEV**  $\Diamond$ (IAF) 💆 069° to TANDY RW06R ۸<sup>285</sup> 3000 Procedure VGSI and RNAV glidepath ZIMLO 040° **AMTRA** Turn OTTES not coincident trk Δ NA GUPPI 3500 \*LNAV only \*1.1 NM to 0690 TDZE RW06R ÑŌ RW06R GS 3.00° 1800 302 TCH 43 1.1 NM 6 NM 4 NM CATEGORY Α D LPV 364/24 250 (300-1/2) DA LNAV/ 425/40 DA 425/24 311 (300-1/2) VNAV 311 (300-34) 520/40 520/50 TDZ/CL Rwys 6R, 7L, 24R, and 25L LNAV MDA 520/24 406 (400-1/2) 406 (400-1) 406 (400-3/4) HIRL all Rwys



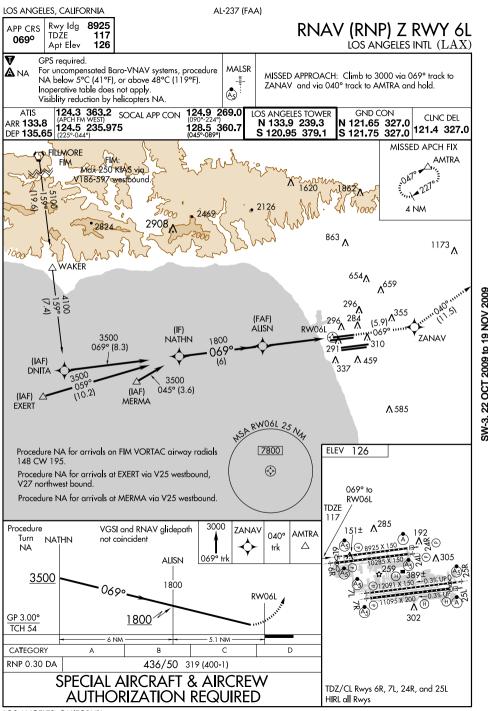


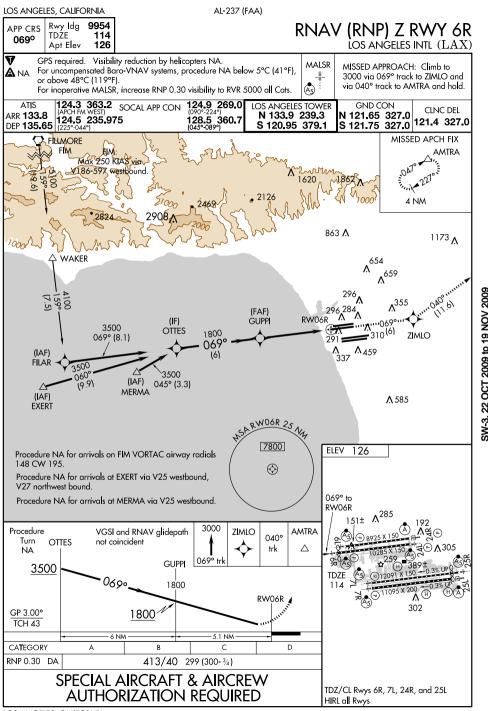


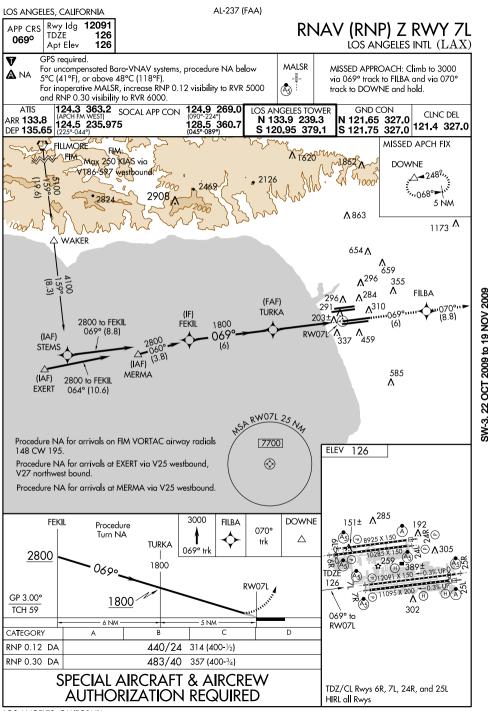


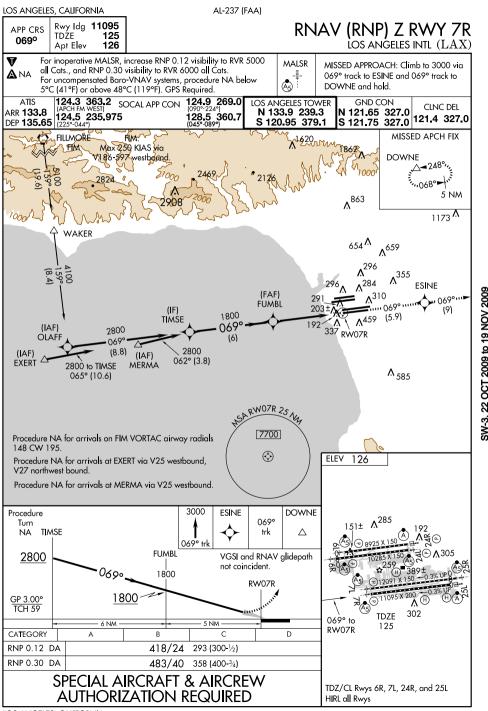


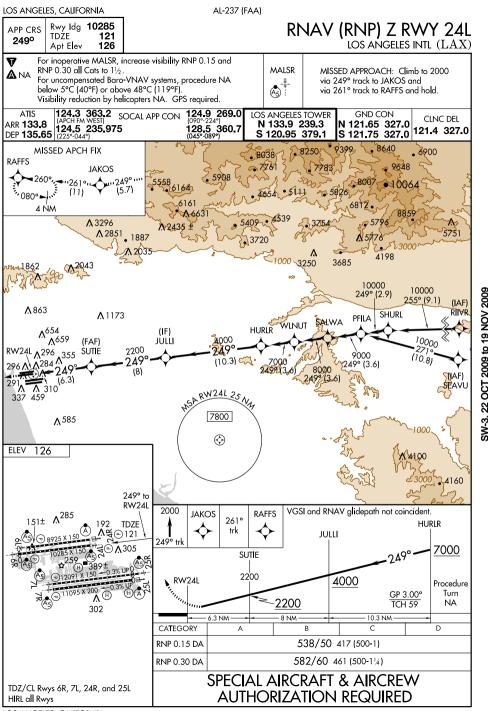
LOS ANGELES, CALIFORNIA AL-237 (FAA) WAAS Rwy Idg 11134 RNAV (GPS) Y RWY 25R APP CRS CH **49007** TDŹE 102 249° LOS ANGELES INTL (LAX) Apt Elev 126 W25B For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. MALSR MISSED APPROACH: Climb to 2000 direct For uncompensated Baro-VNAV systems, LNAV/VNAV NA below W ZIMRU and via 186° track to CATLY and hold. -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. 124.3 363.2 SOCAL APP CON 124.9 269.0 ATIS LOS ANGELES TOWER GND CON CINC DEL N 133.9 239.3 ARR 133.8 N 121.65 327.0 ARR 133.8 DEP 135.65 124.5 235.975 128.5 360.7 S 121.75 327.0 121.4 327.0 S 120.95 379.1 8007 3892 €10064 4654 5074 6812 <sup>3296</sup>∧ 8859 5796 Λ<sup>2851</sup> \_ 1887 3250 A A 2035 4198 2043 1000 10000 251° (7.7) (IAF) Λ863 Λ<sup>1173</sup> RIVR **BCOVE** MANK LYCOM ۸<sup>654</sup> JURPE MUSIK (IF) **∧**659 22 OCT 2009 to 19 NOV 2009 FÀLLT 5000 284 (FAF) SHFII Λ310<sub>Λ355</sub> FOGLA 296 7<u>1</u>29° 10000 249° (4) 80007 2834 (9.8) 0000 10000 MAF) 242 (3.5) 1900 3700 279° (6.6) SEAVU 249° (3.4) 249° (5.4) 249° (3.8) GŘIMY RW25R 2.7 NM to SARW25R 25 1/4 585 **∧** RW25R ω 7800 MISSED APCH FIX **(** ZIMRU (IAF) SEAL BEACH ELEV 126 4 NA Procedure NA for arrivals at SLI VORTAC via V459-597 southeast bound. CATLY 2000 ZIMRU CATLY 186° MUSIK 151± 192 TDZE trk **FALLT** 102 SHELL \*LNAV only GRIMY **FOGLA** 7000 2.7 NM to RW25R (12091 X 1 1900 5000 \*1.5 NM to RW25R 3700 RW25R Procedure GS 3.00° 302 Turn 1900 1000 249° to TCH 58 NA RW25R 1.2 - - 2.7 NM 5.4 NM 9.8 NM 3 8 NM CATEGORY LPV DA 369/24 267 (300-1/2) LNAV/ 576/60 474 (500-11/4) DA VNAV 640/50 TDZ/CL Rwys 6R, 7L, 24R, and 25L 640/60 LNAV MDA 640/24 538 (600-1/2) HIRL all Rwys 538 (600-1) 538 (600-11/4)

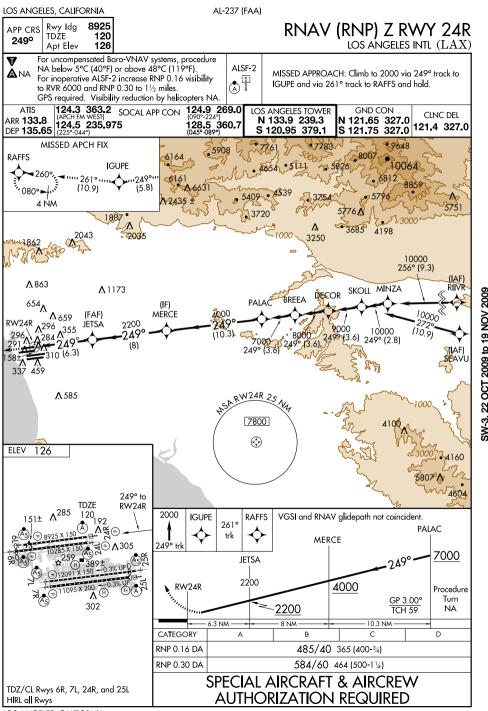


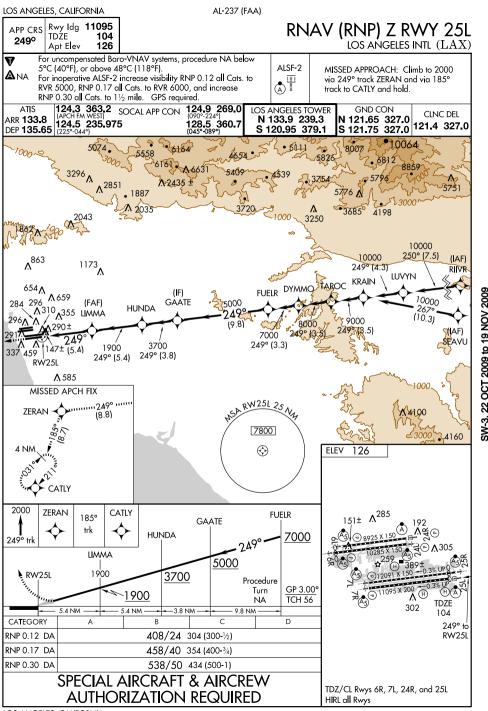




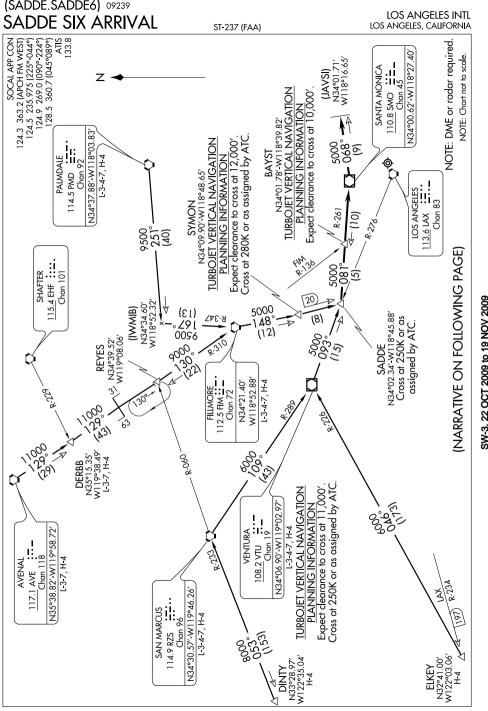








LOS ANGELES, CALIFORNIA AL-237 (FAA) RNAV (RNP) Z RWY 25R LOS ANGELES INTL (LAX) 11134 APP CRS Rwy Idg TDŹF 102 2490 126 Apt Elev For inoperative MALSR, increase visibility RNP 0.11 to V MALSR MISSED APPROACH: Climb to 2000 via RVR 6000 and RNP 0.30 to 11/3. 249° track to ZIMRU and via 186° track For uncompensated Baro-VNAV systems, procedure NA to CATLY and hold. below 5°C (41°F) or above 48°C (118°F). GPS required 124.9 269.0 (090° 224°) 124.3 363.2 SOCAL APP CON ATIS GND CON LOS ANGELES TOWER CLNC DEL N 133.9 239.3 N 121.65 327.0 ARR 133.8 ARR 133.8 DEP 135.65 124.5 235.975 128.5 360.7 S 121.75 327.0 121.4 327.0 S 120.95 379.1 3892 6164 8007 P0064 ^<sup>2851</sup> 3250A 3685 4198 un 1862 10000 251° (7.7) (IAF) Λ863 **∧**1173 RIIVR **BCOVE** LYCOM ۸<sup>654</sup> JURPF MUSIK **∧**659 (IF) 10000 22 OCT 2009 to 19 NOV 2009 FÀLLT · \$>> 5000 (FAF) SHELL 2680 100355 FOGLA 296 10000 2000 (10.4) (9.8) 1,00± 249° (4) 2499 (3.5) (IAF) 249° (3.4)° ~8000 SFAVU 337 459 147± (5.4) 249 13.51 3700 1900 249° (3.8) 249° (5.4) RW25R 585 A MISSED APCH FIX .... 249° .... SARW25R 25/4 ZIMRU (8.5)7800  $\langle \rangle$ **ELEV** 126 2000 7IMRU CATLY ۸<sup>285</sup> MUSIK 186° trk **FALLT** TDZE 102 249° trk SHELL 7000 **FOGLA** 5000 1900 RW25R 3700 Procedure Turn GP 3.00° 1900 302 NA TCH 58 249° to 5.4 NM 9.8 NM 5.4 NM -RW25R CATEGORY RNP 0.11 DA 486/50 384 (400-1) 537/50 435 (500-1) RNP 0.30 DA SPECIAL AIRCRAFT & AIRCREW TDZ/CL Rwys 6R, 7L, 24R, and 25L AUTHORIZATION REQUIRED HIRL all Rwys



(SADDE.SADDE6) 02276 SADDE SIX ARRIVAL

ST-237 (FAA) ARRIVAL DESCRIPTION

LOS ANGELES INTL LOS ANGELES, CALIFORNIA

AVENAL TRANSITION (AVE.SADDE6): From over AVE VORTAC via AVE R-129 and FIM R-310 to FIM VORTAC, then via FIM R-148 to SADDE INT. Thence.... DERBB TRANSITION (DERBB.SADDE6): From over DERBB INT via AVE R-129

and FIM R-310 to FIM VORTAC, then via FIM R-148 to SADDE INT. Thence....

DINTY TRANSITION (DINTY SADDE6): From over DINTY INT via RZS R-233 to

RZS VORTAC: then via RZS R-109 and VTU R-289 to VTU VOR/DME, and then via VTU R-093 to SADDE INT. Thence.... ELKEY TRANSITION (ELKEY.SADDE6): From over ELKEY INT via VTU R-226 to

VTU VOR/DME then via VTU R-093 to SADDE INT. Thence....

FILLMORE TRANSITION (FIM.SADDE6): From over FIM VORTAC via FIM R-148 to SADDE INT. Thence.... PALMDALE TRANSITION (PMD.SADDE6): From over PMD VORTAC via PMD R-251

and FIM R-347 to FIM VORTAC, then via FIM R-148 to SADDE INT. Thence.... SAN MARCUS TRANSITION (RZS.SADDE6): From over RZS VORTAC via RZS

R-109 and VTU R-289 to VTU VOR/DME then via VTU R-093 to SADDE INT. Thence.... VENTURA TRANSITION (VTU.SADDE6): From over VTU VOR/DME via VTU R-093

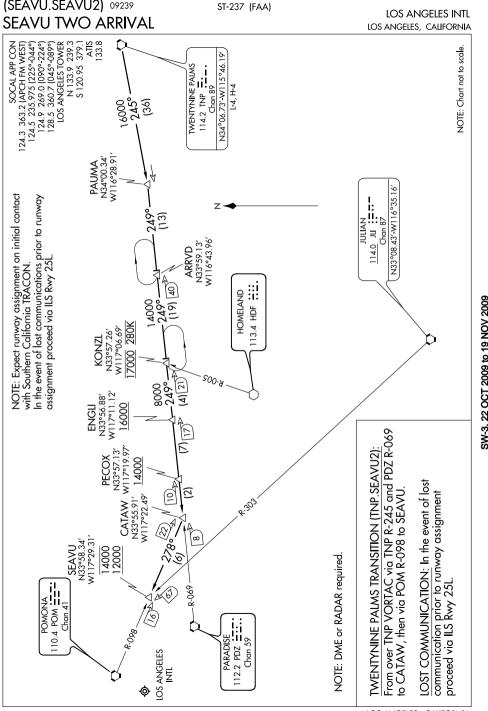
to SADDE INT. Thence....

....From over SADDE INT via SMO R-261 to SMO VOR/DME, then via SMO

R-068 to SMO 9 DME for Runways 24 and 25. From SMO 9 DME expect vector to final approach course for Los Angeles Intl Airport.

(SNGO5.CARDI) 09239 LOS ANGELES INTL (LAX) SAN DIEGO FIVE DEPARTURE SL-237 (FAA) LOS ANGELES, CALIFORNIA ATIS DEP 135.65 SANTA MONICA CLNC DEL 110.8 SMO <u>∺</u> 121.4 327.0 Chan 45 GND CON N 121.65 327.0 S 121.75 327.0 LOS ANGELES TOWER 3000 N 133.9 239.3 070° S 120.95 379.1 250° SOCAL DEP CON 124.3 363.2 (045°-224°) 125.2 263.025 (225°-044°) LOS ANGELES SEAL BEACH 113.6 LAX :=:: 115.7 SLI :∵·· Chan 83 <u>C</u>han 104 N33°47.00′ - W118°03.29′ COSER N33° 34.79 SANTA CATALINA W117° 58.83′ 111.4 SXC <u>∷:-</u> TAKE-OFF MINIMUMS CARDI Rwys 6L, 7L/R, 24L/R, 25L/R: Standard. N33°08.19' Rwy 6R: 300-11/4 or standard with minimum climb gradient of /117°25.31′ 231' per NM to 400. NOTE: TAKE-OFF Rwys 24L/R, 25L/R: This departure is for non-turboiet aircraft. Turboiet aircraft use LAXX DEPARTURE. NOTE: Rwy 6L, building 1780' from departure end of runway, 922' left of centerline, 201' MSL. **TORIE** N32°51.47′ W117°16.03 NOTE: Rwy 6R, building 5551' from departure end of runway, 1790' right of centerline, 306' MSL. MISSION BAY 117.8 MZB **ΞΞ:**⋅ NOTE: RADAR and DME required. Chan 125 N32°46.93′ - W117°13.52′ NOTE: Chart not to scale. L-4. H-4 V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 6L/R, 7L/R: Climb via heading 070° for vector to SLI VORTAC, then via SLI R-148 to COSER DME fix then via LAX R-118 to CARDI INT. Thence.... TAKE-OFF RUNWAYS 24L/R, 25L/R: Climb via heading 250° to cross SMO R-154 at or below 3000, then via RADAR vector to join SXC R-091 to CARDI INT. Thence.... ....via (assigned transition) or (assigned route). All aircraft expect further clearance to filed flight level three minutes after departure. LOST COMMUNICATIONS: If not in contact with departure control within five minutes after departure, climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure. MISSION BAY TRANSITION (SNGO5.MZB): From over CARDI INT via MZB R-320 to MZB VORTAC.

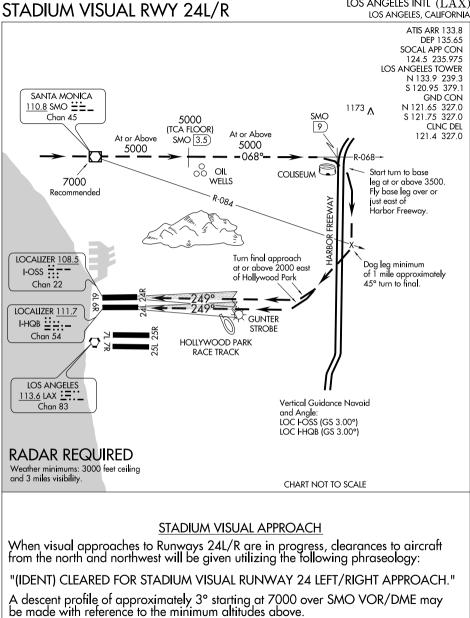
(SLI5.SLI) 09239 LOS ANGELES INTL (LAX) SEAL BEACH FIVE DEPARTURE SL-237 (FAA) LOS ANGELES, CALIFORNIA ATIS DEP 135.65 SANTA MONICA CLNC DEL <u>110.8</u> SMO **∷ :** \_ 121.4 327.0 Chan 45 **GND CON** N 121.65 327.0 S 121.75 327.0 LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1 SOCAL DEP CON 124.3 363.2 (045°-224°) 125.2 263.025 (225°-044°) 070° 3000 250° 3000 LOS ANGELES 113.6 LAX :=:: Chan 83 SW-3 22 OCT 2009 to 19 NOV 2009 TAKE-OFF MINIMUMS SEAL BEACH Rwys 6L, 7L/R, 24L/R, 25L/R: Standard. 115.7 SLI :∴·· Chan 104 Rwy 6R: 300-11/4 or standard with minimum climb of 231' per N33°47.00′-W118°03.29′ NM to 400 L-3-4. H-4 NOTE: TAKE-OFF Rwys 24L/R, 25L/R: This departure is for non-turbojet aircraft. Turbojet aircraft use LAXX DEPARTURE. NOTE: Rwys 25L/R, ATC minimum climb gradient of 410' per NM to 600' MSL required. NOTE: Rwy 6R, building 5551' from departure end of runway, 1790' right of centerline, 306' MSL. NOTE: Rwy 6L, building 1780' from departure end of runway, 922' left of centerline, 201' MSL. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 6L/R, 7L/R: Climb via heading 070° for vector to SLI VORTAC. Thence .... TAKE-OFF RUNWAYS 24L/R: Climb via heading 250° to cross SMO R-154 at or below 3000' then via radar vectors to SLI VORTAC. Thence .... TAKE-OFF RUNWAYS 25L/R: Climb via heading 250° to cross SMO R-154 at or below 3000' then turn left heading 200° for vector to SLI VORTAC. Thence .... .... via (assigned route). All aircraft expect further clearance to filed flight level three minutes after departure. LOST COMMUNICATIONS: If not in contact with Departure Control within five minutes after departure, climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.



(SEBBY4.DAG) 09239 LOS ANGELES INTL (LAX) SEBBY FOUR DEPARTURE SL-237 (FAA) LOS ANGELES, CALIFORNIA ATIS DEP 135.65 DAGGETT CLNC DEL TAKE-OFF MINIMUMS 113.2 DAG ..... 121.4 327.0 Chan 79 Rwys 24L/R, 25L/R: Standard GND CON N34°57.75′-W116°34.69′ N 121.65 327.0 Rwys 6L/R, 7L/R: NA- Air Traffic. L-7. H-4 S 121.75 327.0 LOS ANGELES TOWER NOTE: This departure to be used only when assigned by ATC. N 133.9 239.3 S 120.95 379.1 NOTE: DME and RADAR required. SOCAL DEP CON 124.3 363.2 (045°-224°) 125.2 263.025 (225°-044°) SEBBY SANTA MONICA N34°05.38' 110.8 SMO **∺**±\_\_ W117°46.62' Chan 45 LOS ANGELES 14000 113.6 LAX 🔙 🗀 Chan 83 250° 3000 SEAL BEACH 3000 115.7 SLI :∵·· Chan 104 N33°47.00′-W118°03.29′ 10000 TAKE-OFF OBSTACLE NOTES Rwy 24L: Bush 962' from DER, 601' left of centerline, 29' AGL/148' MSL. Antenna on pole 1357' from DER, 287' right of centerline, 25' AGL/144' MSL. Rwy 24R: OL on glideslope 213' from DER, 400' left of centerline, 34' AGL/151' MSL. Rwy 25L: Pole 2366' from DER, 820' left of centerline, 55' AGL/184' MSL. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 24L/R: Climb via heading 250°, cross SMO R-160 at or below 3000, Thence.... TAKE-OFF RUNWAYS 25L/R: Climb via heading 250°, cross SMO R-160 at or below 3000, then turn left via heading 220°, Thence.... ....via radar vectors to cross SLI VORTAC at or above 10000, then via SLI R-022 to cross SEBBY at or above 14000, then turn right via DAG R-214 to DAG VORTAC, expect further clearance to filed flight level three minutes after departure. LOST COMMUNICATIONS: If not in contact with departure control by 15 DME west of LAX VORTAC, turn left direct SLI VORTAC and proceed on assigned route, climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.

22 OCT 2009 to 19 NOV 2009

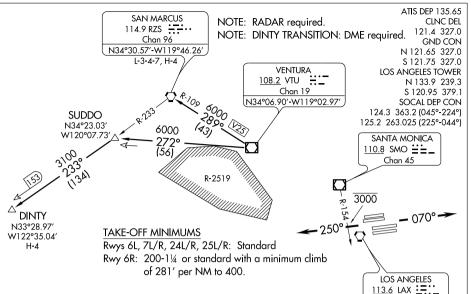
(SHIVE.SHIVE1) 09239 LOS ANGELES INTL SHIVE ONE ARRIVAL LOS ANGELES, CALIFORNIA ST-237 (FAA) Ŷ SOCAL APP CON SEAL BEACH 124.5 235.975 (225°-044°) 115.7 SU :-·· Chan 104 133.8 N33°47 00'-W118°03 29' **TOZEK** MADOW N33°42.21' N33°37.42′-W117°59.78′ W118°01.53' TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION Expect to cross at 7000'. **BAYER** N33°27.83′-W117°56.30′ TURBOJET VERTICAL **NAVIGATION** PLANNING INFORMATION Expect to cross at 10,000'. SW-3, 22 OCT 2009 to 19 NOV 2009 **CWARD** N33°23.04′ SHIVE W117°54.56' N33°15.97' **OCEANSIDE** W117°52.00′ 115.3 OCN = :--Chan 100 R-259 R-091-/30 8000 SANTA CATALINA 111.4 SXC =:--**HARBR** 2718 3260 E 3260 N33°14.28′ Chan 51 W117°51.38' R-256 **LNSAY** N33°08.77' **PEBLE** JULIAN W117°29.13 N33°10.92' 114.0 JLI := ... W117°50.17' Chan 87 P. 293. NOTE: RADAR required. NOTE: DME required. NOTE: Chart not to scale. PEBLE TRANSITION (PEBLE.SHIVE1): From over PEBLE INT via SLI R-148 to SHIVE INT. Thence... LNSAY TRANSITION (LNSAY.SHIVE1): From over LNSAY INT via SXC R-091 and SLI R-148 to SHIVE INT. Thence.... MISSION BAY 117.8 MZB = ::· .... From SHIVE INT via SLI R-148 to SLI VORTAC. Expect radar Chan 125 vectors to final approach course for Runways 24 or 25.



LOS ANGELES INTL (LAX)

(VIU5.VIU) 09239 LOS ANGELES INTL (LAX)

VENTURA FIVE DEPARTURE SL-237 (FAA) LOS ANGELES, CALIFORNIA ATIS DEP 135.65



### TAKE-OFF OBSTACLE NOTES Rwy 6L: Multitple signs and building beginning 1693' from DER, 340' left of centerline, up to 91' AGL/201' MSL.

Rwy 6R: OL on sian 1867' from DER, 941' left of centerline, 52' AGL/161' MSL. Multiple towers and windsock beainning 4930' from DER, 1734' right of centerline, up to 207' AGL/306' MSL. Rwy 7L: Multiple blast fences, signs, and antennas beginning 168' from DER, on centerline to 1858' from DER,

Railroad 275' from DER, up to 23' AGL/117' MSL. Rwy 24L: Bush 962' from DER, 601' left of centerline, 29' AGL/148' MSL.

576' left of centerline, up to 58' AGL/147' MSL.

Antenna on pole 1357' from DER, 287' right of centerline, 25' AGL/144' MSL.

Rwy 24R: OL on glideslope 213' from DER, 400' left of centerline, 34' AGL/151' MSL. Rwy 25L: Pole 2366' from DER, 820' left of centerline, 55' AGL/184' MSL.

NOTE: Chart not scale.

Chan 83

SW-3 22 OCT 2009 to 19 NOV 2009

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L/R, 7L/R: Climb via heading 070° for vectors to VTU VOR/DME. Thence

TAKE-OFF RUNWAYS 24L/R, 25L/R: Climb via heading 250° for vectors to VTU VOR/DME,

cross SMO R-154 at or below 3000. Thence. . . . . . . .via (assigned transition) or (assigned route). Expect further clearance to filed flight

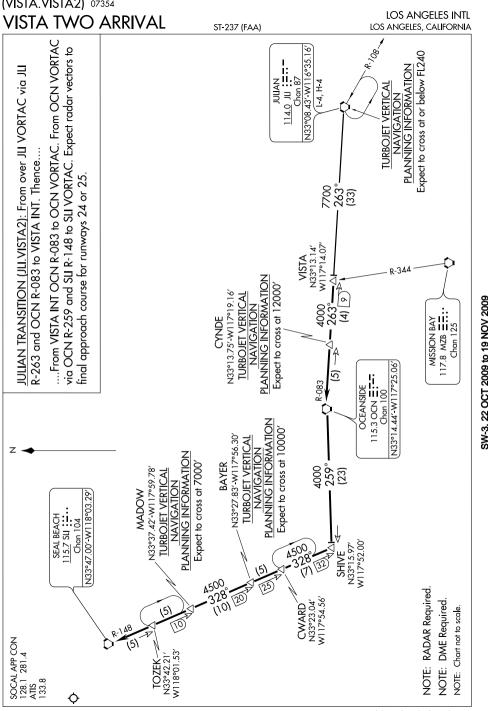
level three minutes after departure. LOST COMMUNICATIONS: If not in contact with Departure Control within five minutes

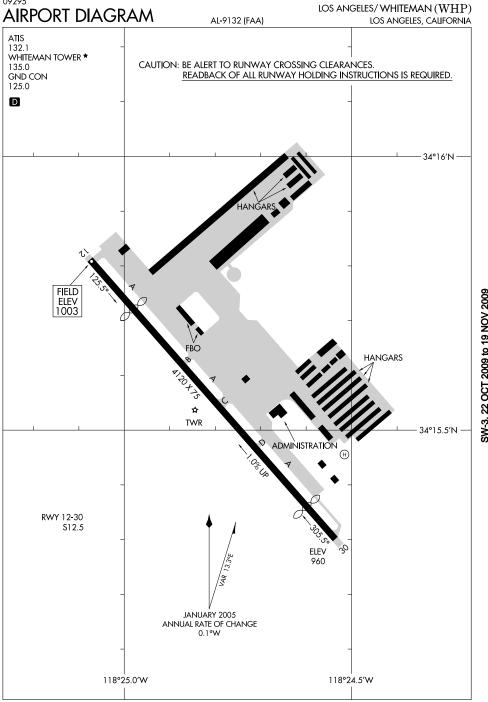
after departure, climb to FL230 or filed altitude, whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.

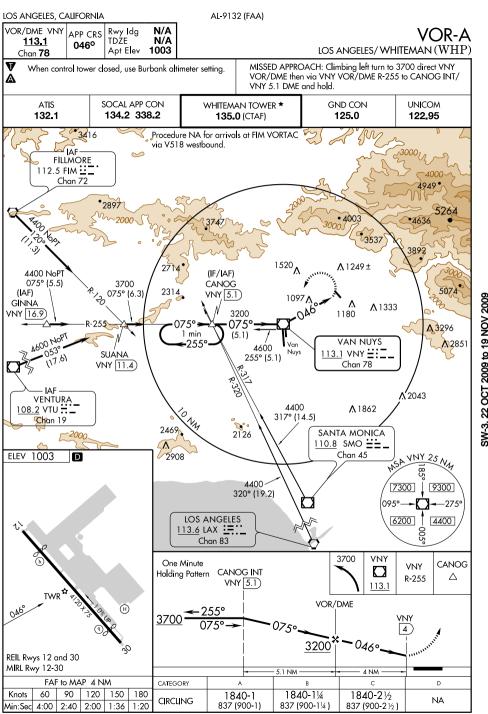
R-233 to DINTY INT. SAN MARCUS TRANSITION (VTU5.RZS): From over VTU VOR/DME via VTU R-289 and

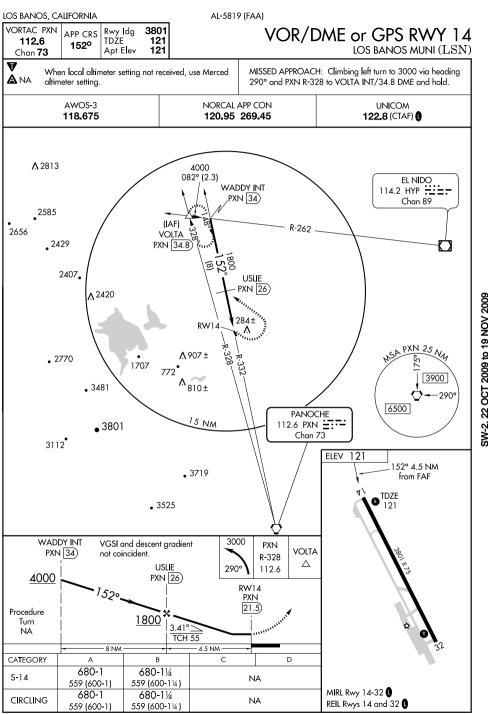
DINTY TRANSITION (VTU5.DINTY): From over VTU VOR/DME via VTU R-272 and RZS

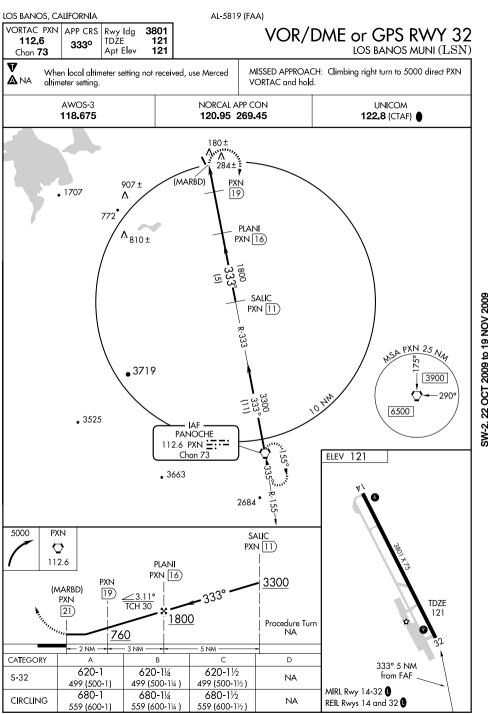
RZS R-109 to RZS VORTAC.

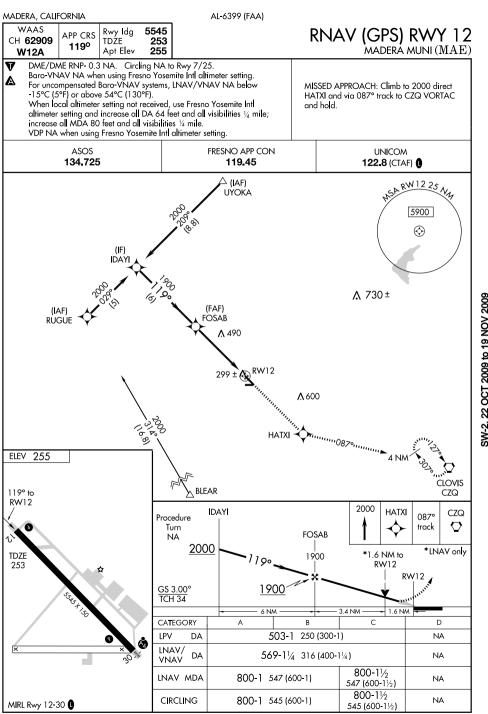


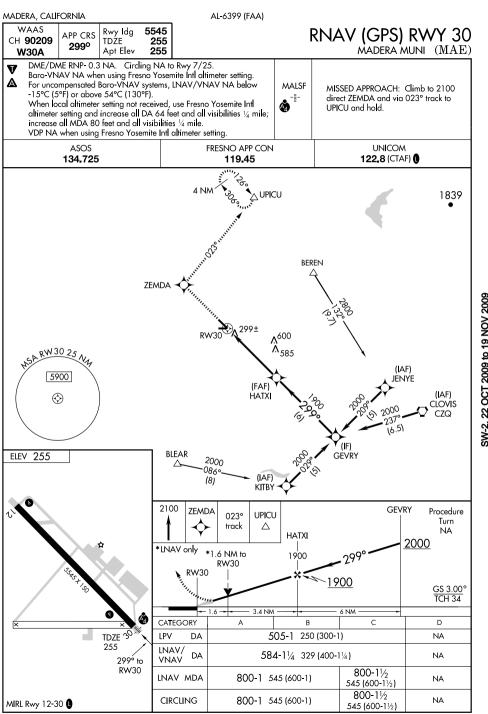


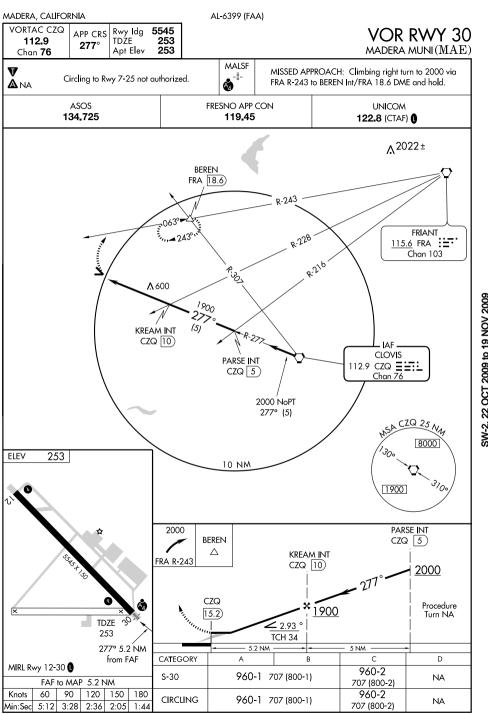


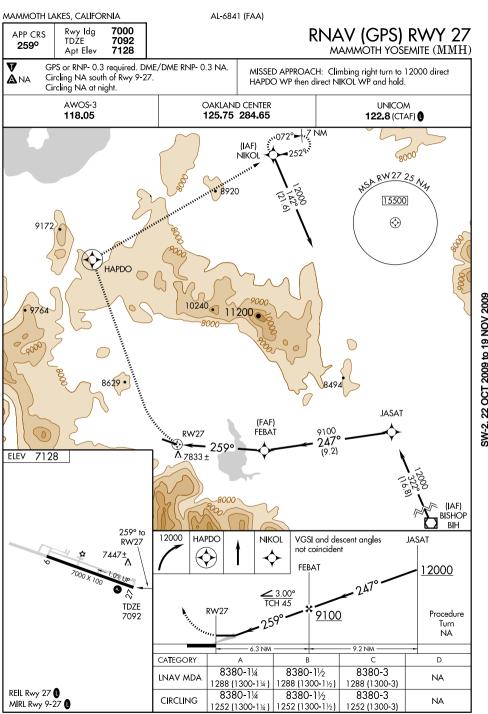


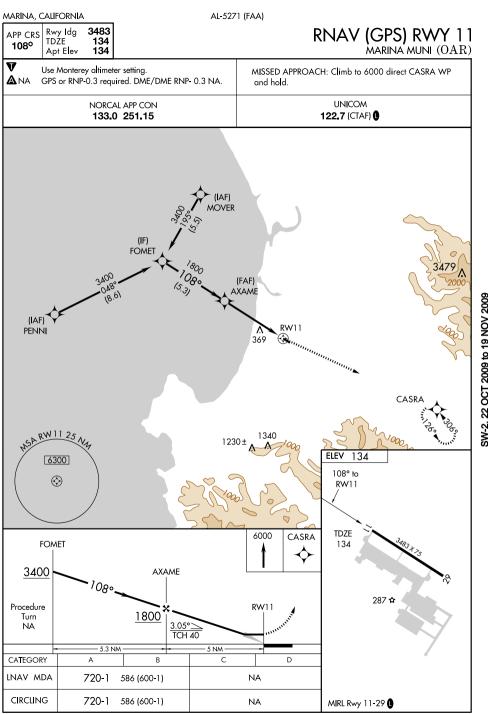


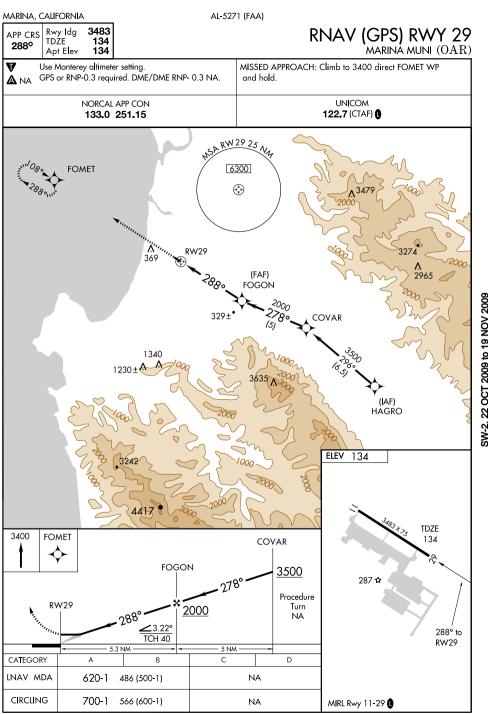


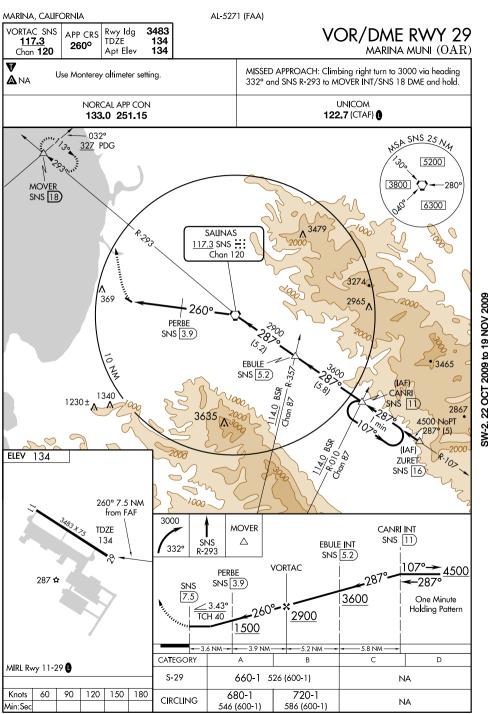


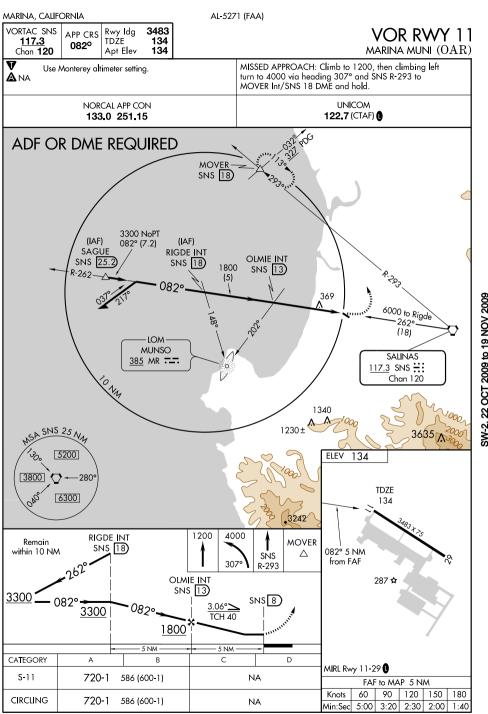


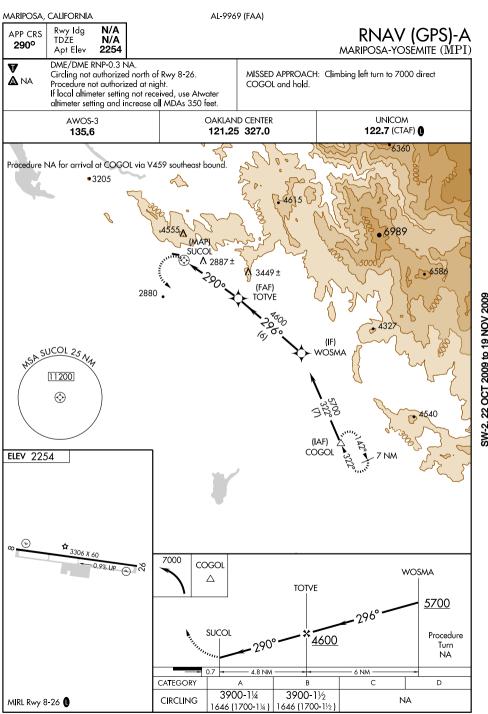


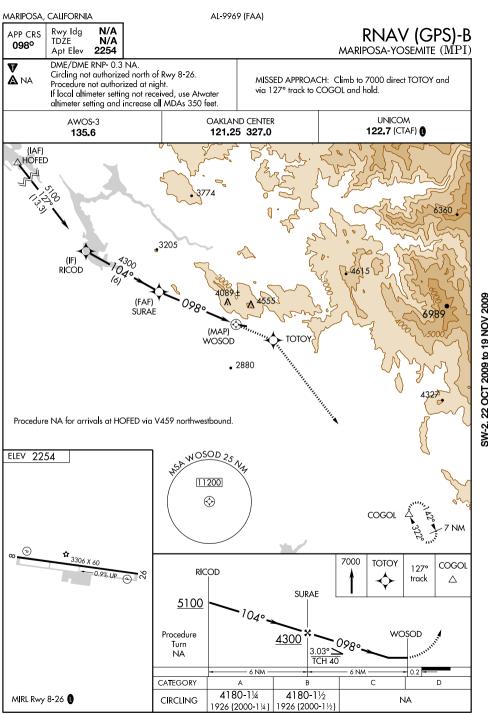


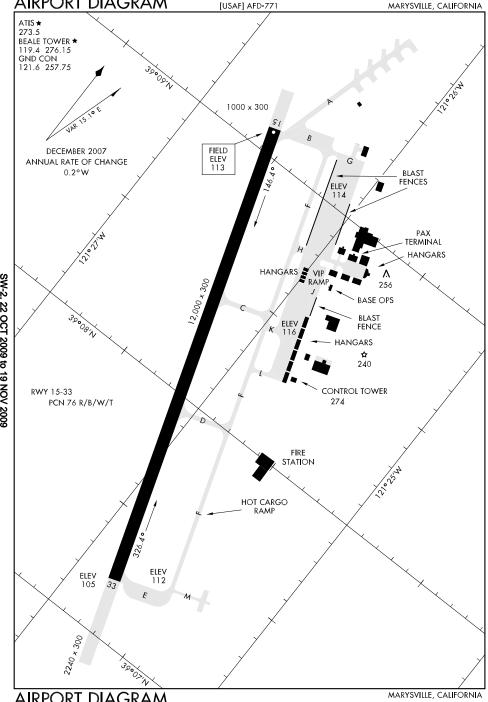


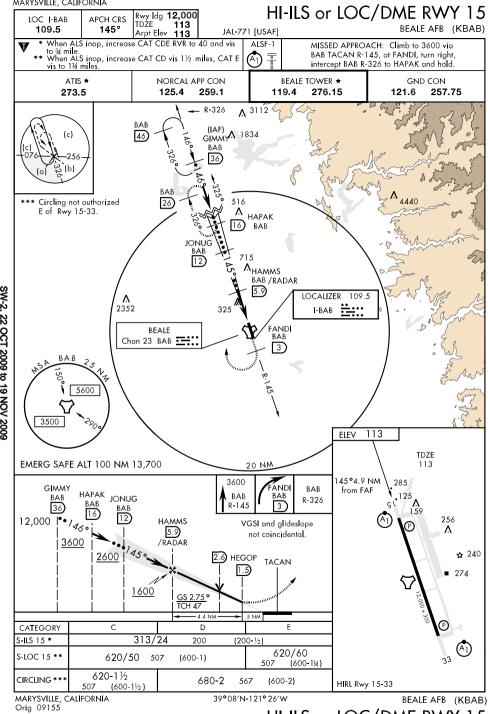


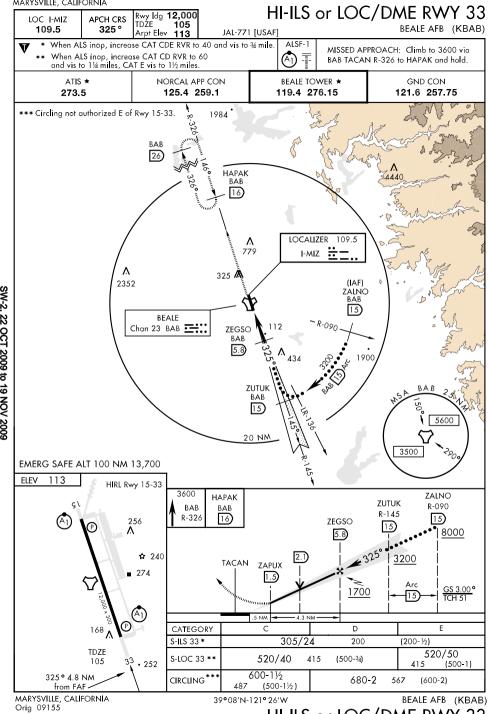


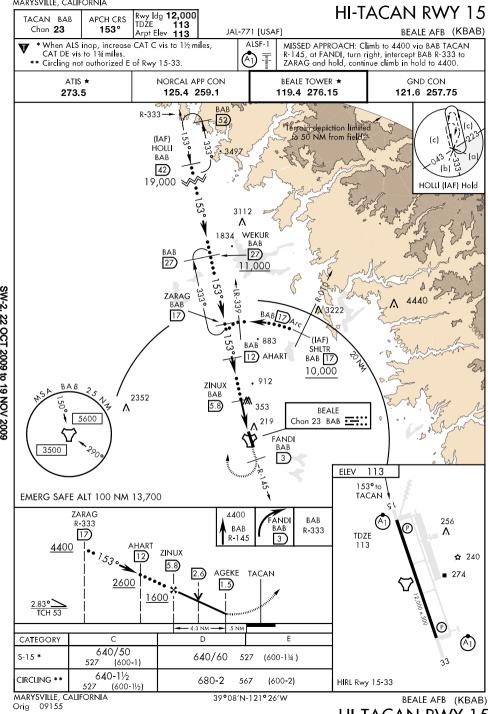


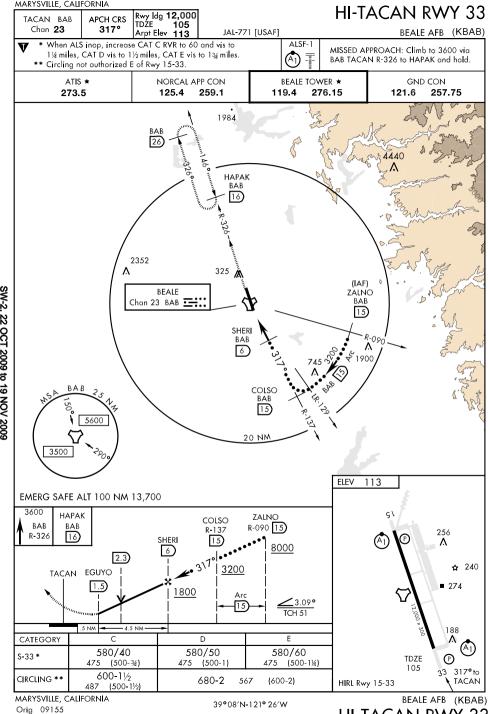


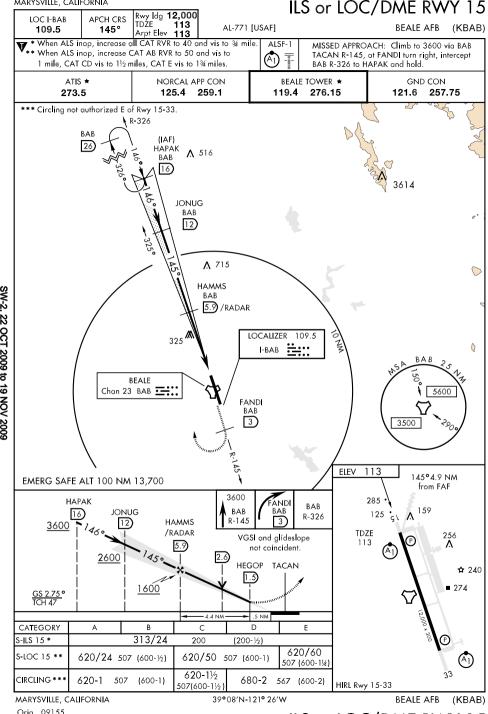


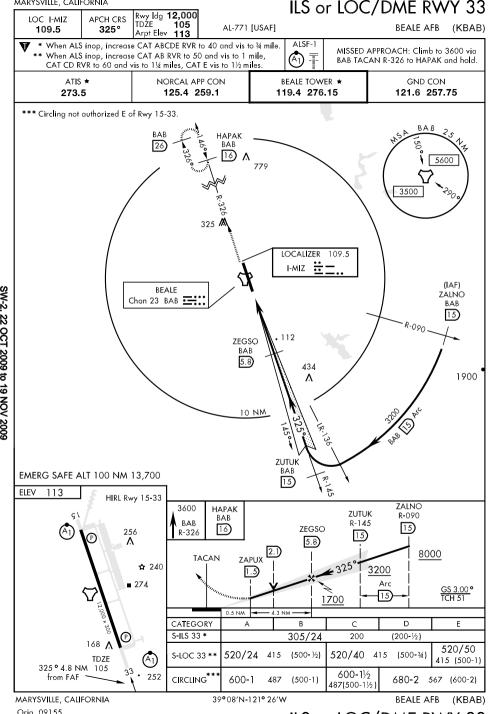


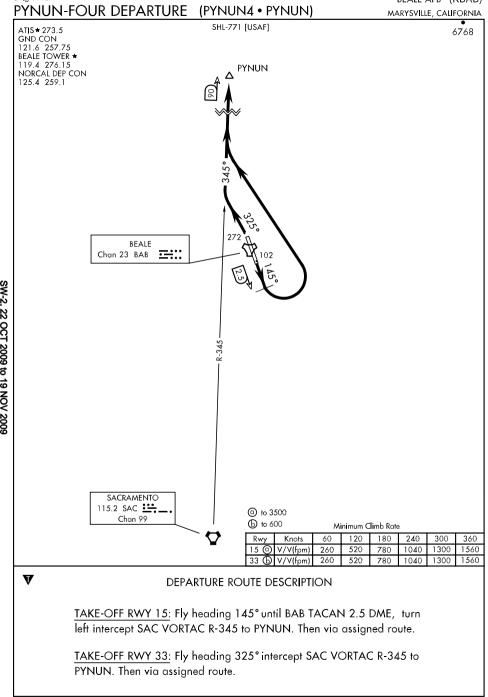


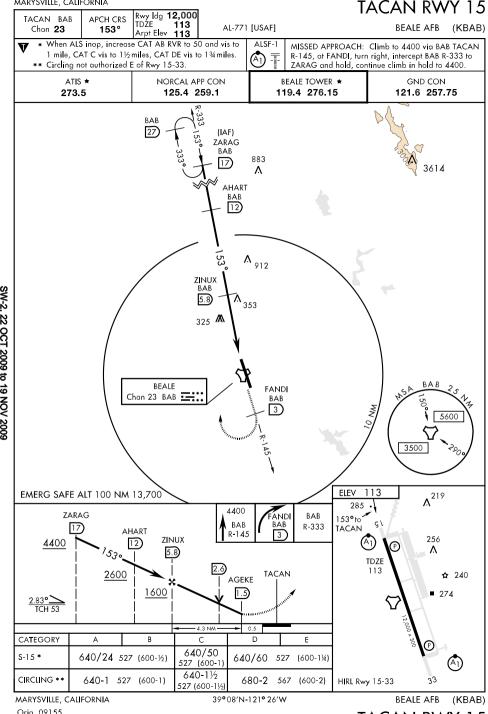


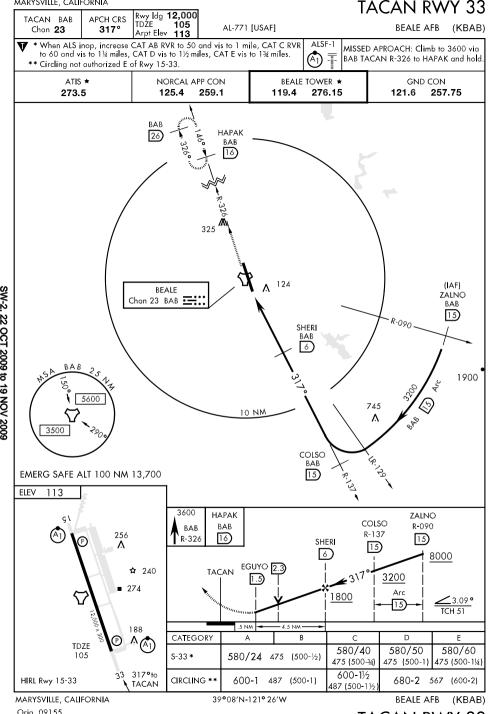


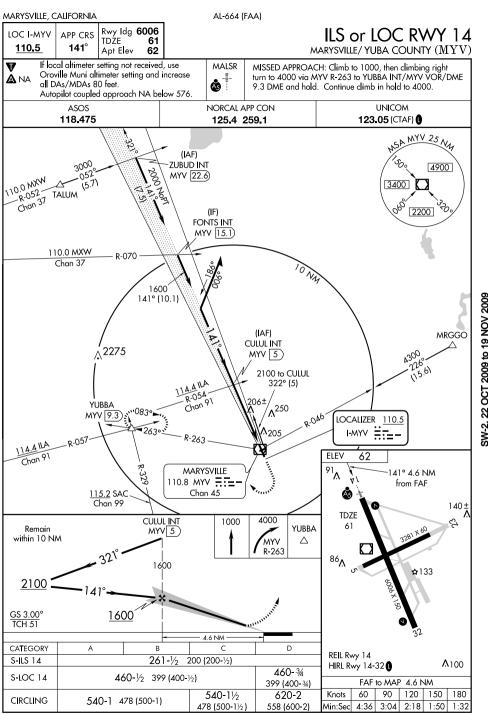


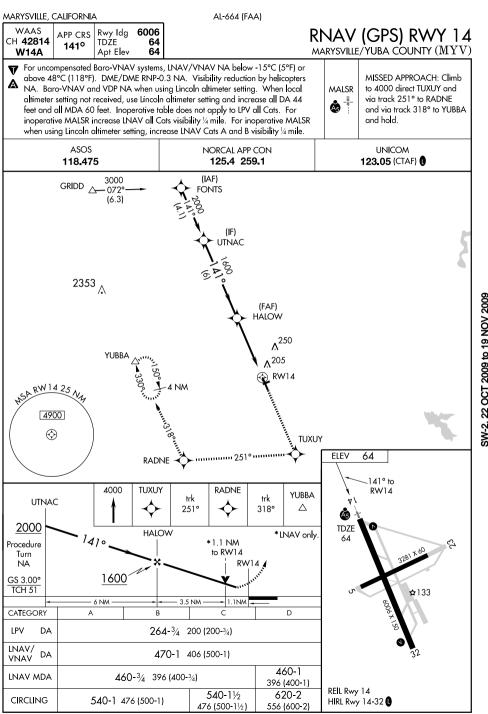


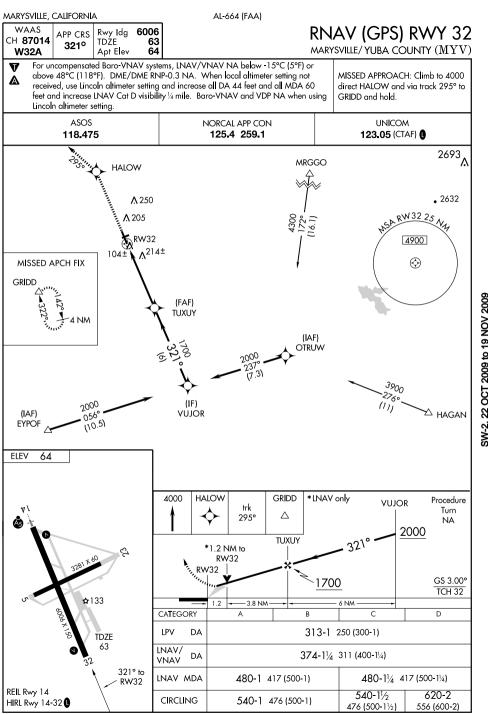


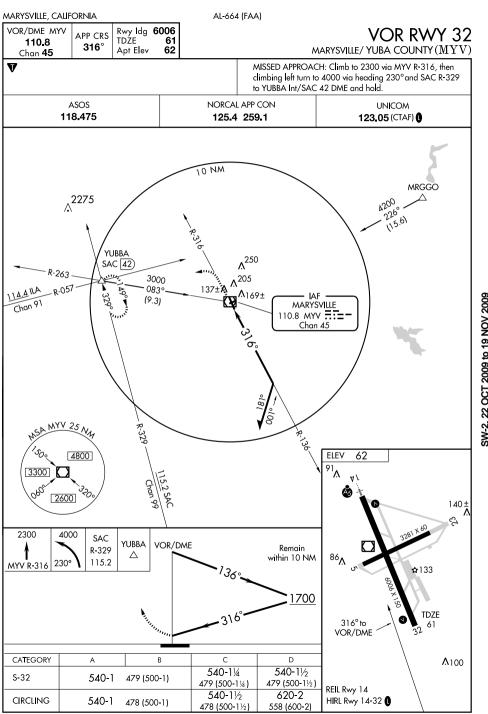


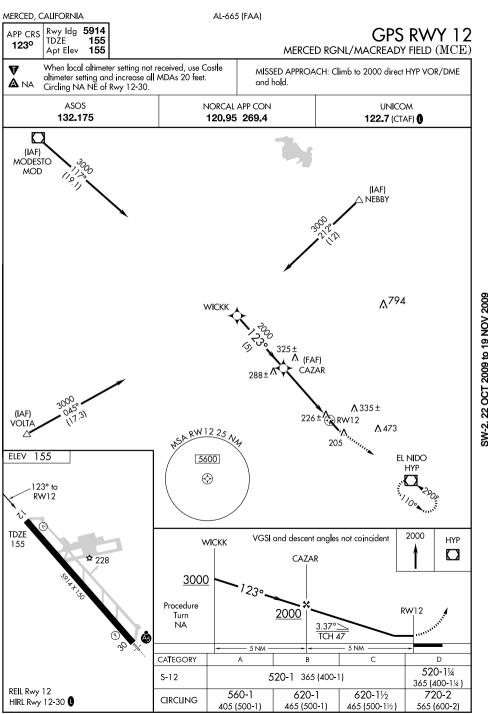


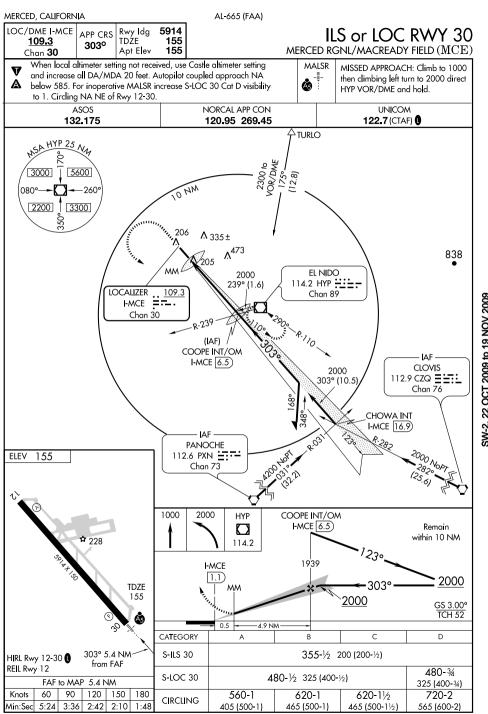


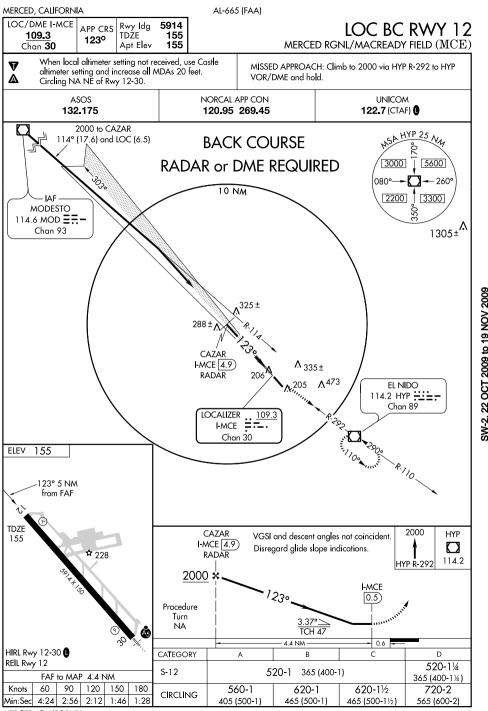


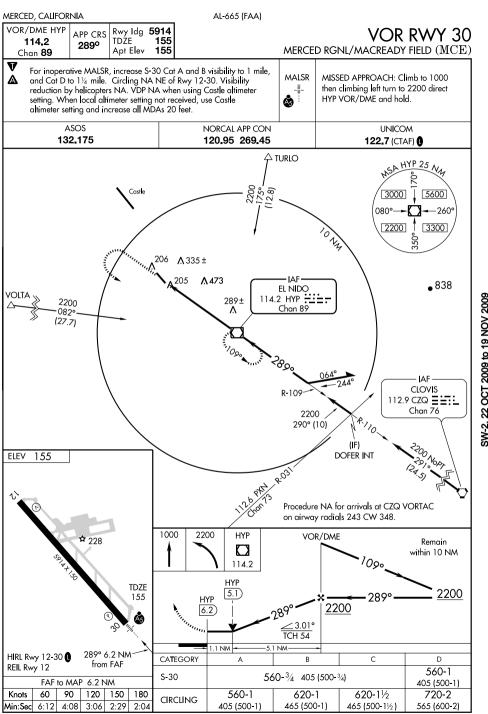


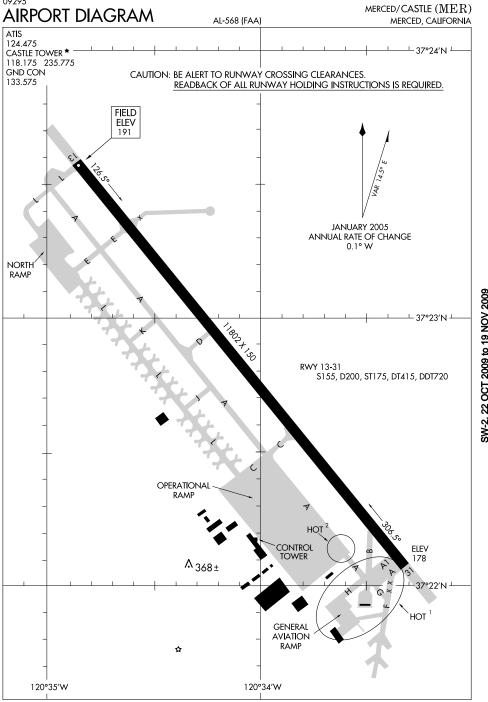


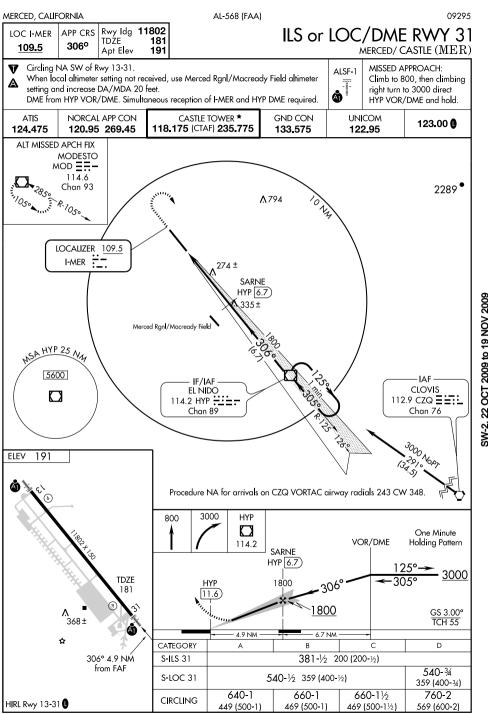


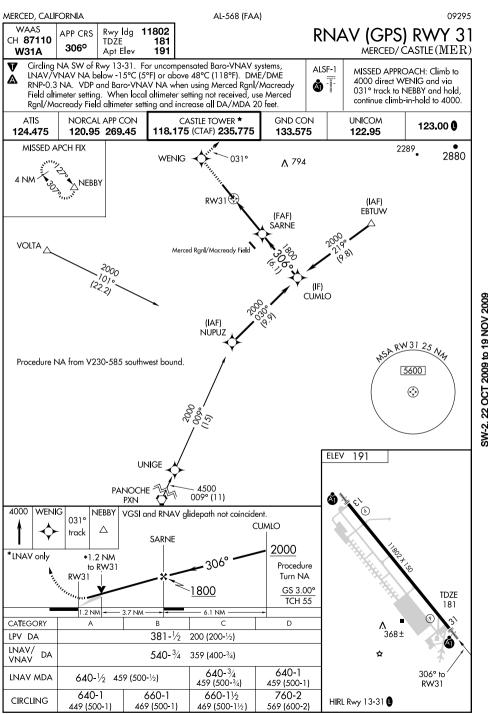


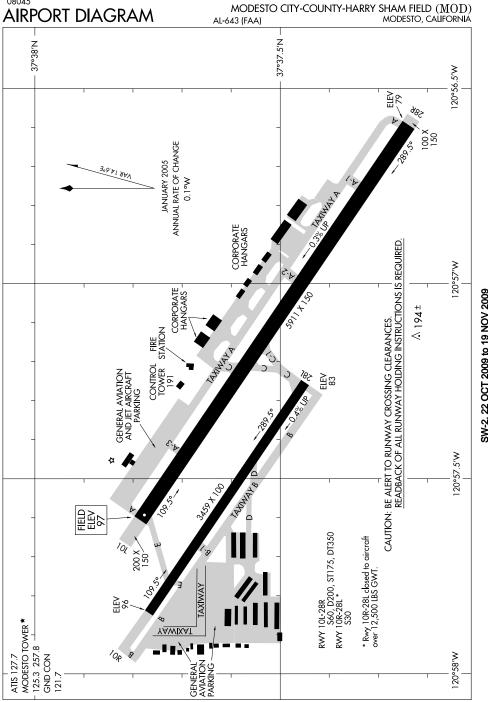






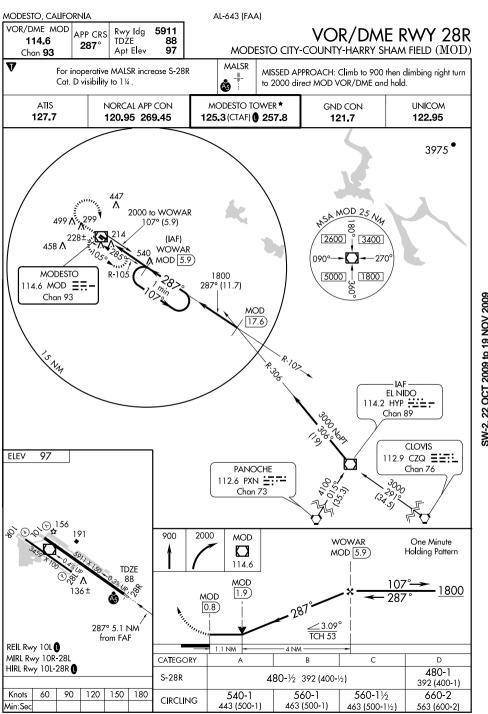


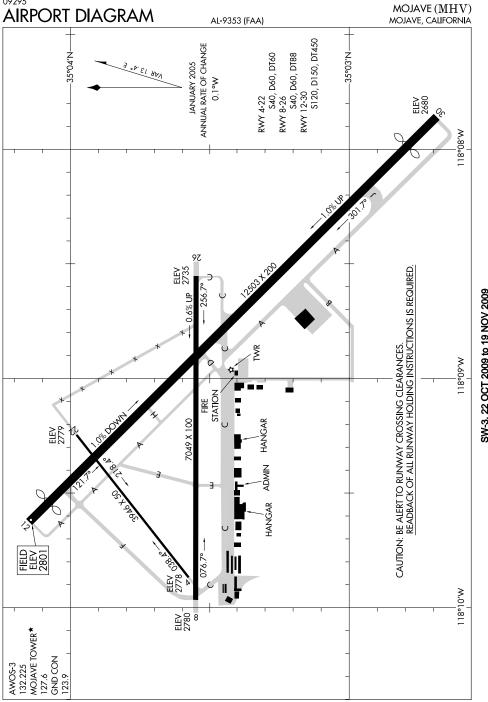


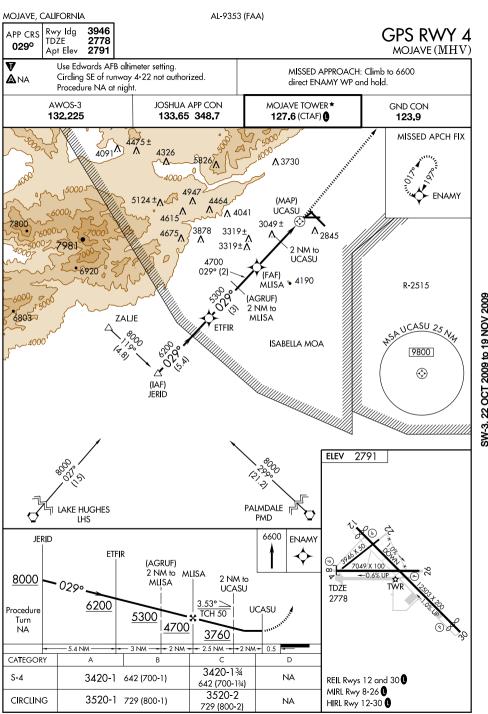


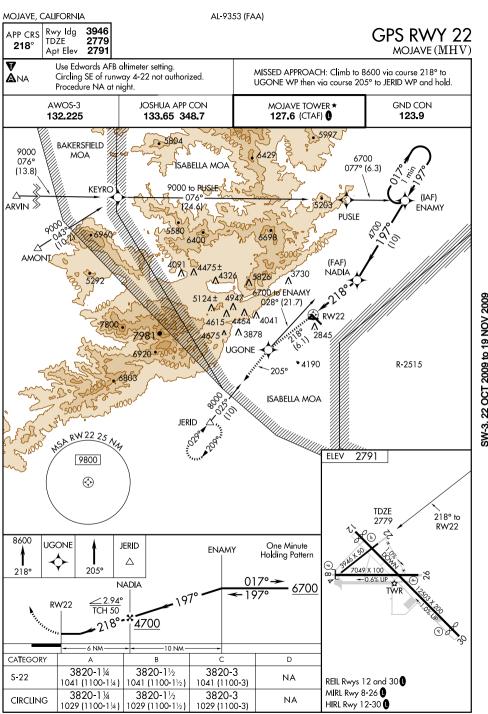
MODESTO, CALIFORNIA AL-643 (FAA) Rwy Ida 5911 LOC I-MOD ILS or LOC/DME RWY 28R APP CRS TDŹE 88 111.9 288° MODESTO CITY-COUNTY-HARRY SHAM FIELD (MOD) Apt Elev 97 T Autopilot coupled approach NA below 660. For inoperative MALSR, increase S-LOC MISSED APPROACH: Climb to Cat D visibility to 1 mile. When local altimeter setting not received, use Atwater MALSR 1500 then climbing right turn to altimeter setting and increase DA 68 feet and all MDAs 80 feet. Increase S-LOC -1-Cat C visibility to 34. For inoperative MALSR, when using Atwater altimeter setting; 2000 direct MOD VOR/DME å increase S-ILS 28R all visibilities ½ mile. DME from MOD VOR/DME. Simultaneous and hold. reception of I-MOD and MOD DME required. ATIS NORCAL APP CON MODESTO TOWER★ GND CON UNICOM 127.7 120.95 269.45 125.3 (CTAF) @ 257.8 121.7 122.95 ALTERNATE MISSED Λ<sub>1480</sub> LOCALIZER APCH FIX LINDEN I-MOD LIN 📴 3000 114.8 94° (16.1) Chan 95 ۸ 2000 to ZELAT MOD 25 My 107° (6) 299 458 A 228± WOWAR (IAF) 540 OM MODESTO ZELAT 080 114.6 MOD = = -MOD 6 2100 Chan 93 5100 SW-2 22 OCT 2009 to 19 NOV 2009 (IF) MOD DLRAY INT R-105 MOD 17.6 PATYY MOD 1000 LR-109 CLOVIS DME or RADAR REQUIRED 112.9 CZQ ==: IAF 130 Chan 76 ELEV 97 EL NIDO 114.2 HYP :::=-Chan 89 4300 PANOCHE 015° (35.3) 112.6 PXN =:--Chan 73 1500 2000 ZELAT MOD One Minute MOD (6) Holding Pattern 114.6 TDZE 1800 88 MOD 1800 0.8 1800 <u>GS 3.</u>00° TCH 53 288° 5.2 NM 5.2 NM from FAF CATEGORY Α R D S-ILS 28R 288-1/2 200 (200-1/2) 420-34 REIL Rwy 10L S-LOC 28R 420-1/2 332 (400-1/2) 332 (400-34) MIRL Rwy 10R-28L 540-1 560-1 560-11/2 660-2 HIRL Rwy 10L-28R CIRCLING 463 (500-1) 563 (600-2) 443 (500-1) 463 (500-11/2)

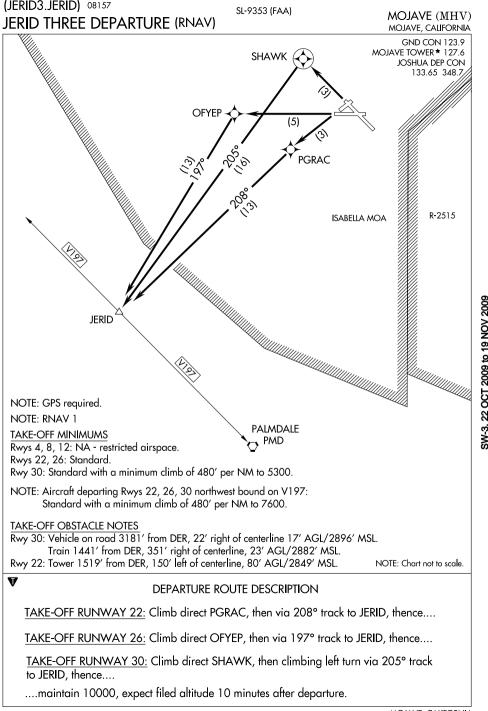
AL-643 (FAA) MODESTO, CALIFORNIA WAAS Rwy Idg 5911 RNAV (GPS) RWY 28R APP CRS CH 70609 TDŹE 88 288° MODESTO CITY-COUNTY-HARRY SHAM FIELD (MOD) Apt Elev 97 W28A For inoperative MALSR, increase LPV visibility to 1 mile all Cats and LNAV Cat D to 11/4 mile A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) MISSED APPROACH: Climb to MAISR or above 48°C (118°F). DME/DME RNP-0.3 NA. 3000 direct COMKI and left When local altimeter setting not received, use Atwater/Castle altimeter setting and turn via 226° track to SHELI increase all DA/MDA 80 feet; increase LPV, LNAV/VNAV visibilities 1/4 mile all and hold, continue climb-in-hold Cats and LNAV Cat C visibility 1/4 mile. to 3000 Baro-VNAV and VDP NA when using Atwater/Castle altimeter setting. For inoperative MALSR, when using Atwater/Castle altimeter setting, increase LPV visibility to 11/4 mile all Cats. ATIS NORCAL APP CON MODESTO TOWER★ UNICOM GND CON 127.7 120.95 269.45 125.3 (CTAF) 0 257.8 122.95 121.7 **1** 447 COMK <sup>540</sup> (FAF) 228± ZELAT 22 OCT 2009 to 19 NOV 2009 ^1430 NSA RW28R 25 1/1 (IAF) **FAXAP** 5100 3000 **(** <del>(</del>13.61 (IAF) VOLTA **EL NIDO** Procedure NA for arrivals on CZQ VORTAC HYP airway radials 307 CW 348. 4600 ELEV 97 015° (35.3) CLOVIS PANOCHE CZQ **PXN** 3000 DLRAY COMKI SHELL Δ 226° 3000 **ZELAT** \*LNAV only \*1.1 NM to Procedure RW28R TDZE Turn NA RW28R 88 1800 GS 3.00° TCH 53 1.1 NM 4.1 NM 11.6 NM CATEGORY D 288° to LPV 385-1/2 DA 297 (300-1/2) RW28R LNAV/ DA 495-1 407 (400-1) VNAV 480 - 1LNAV MDA REIL Rwy 10L 480-1/2 392 (400-1/2) 392 (400-1) MIRL Rwy 10R-28L 540-1 560-1 560-11/2 660 - 2HIRL Rwy 10L-28R 1 CIRCLING 443 (500-1) 463 (500-1) 463 (500-11/2) 563 (600-2)

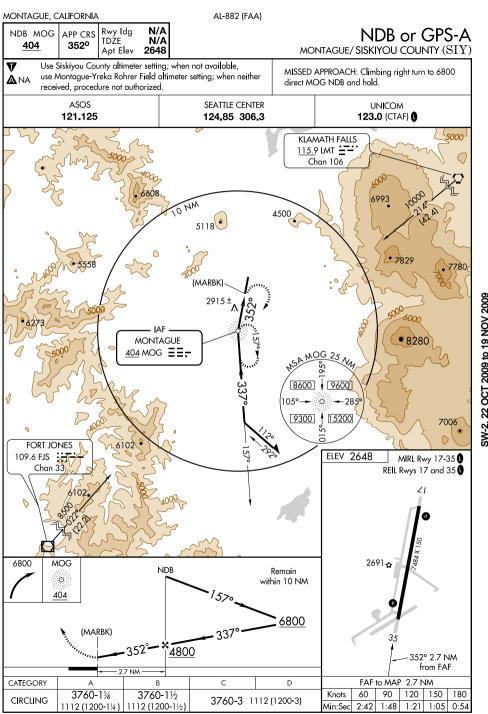


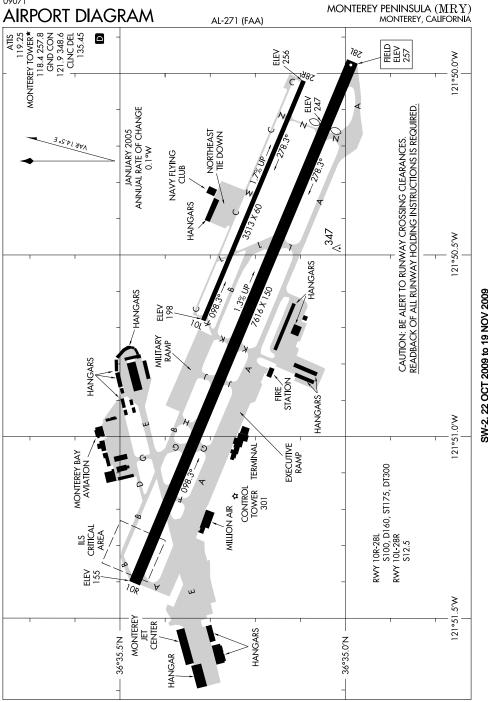


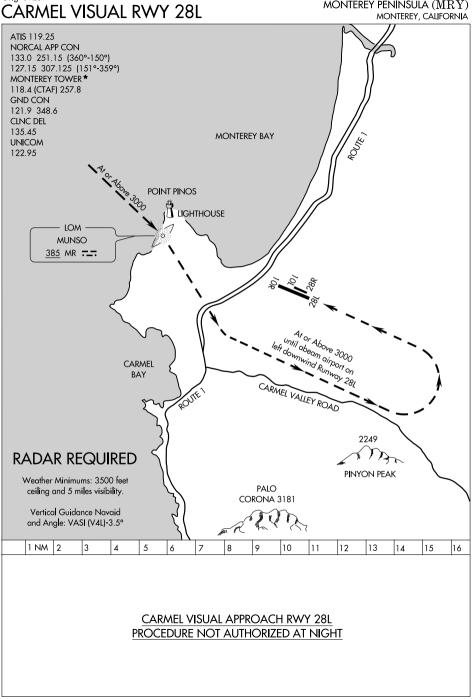


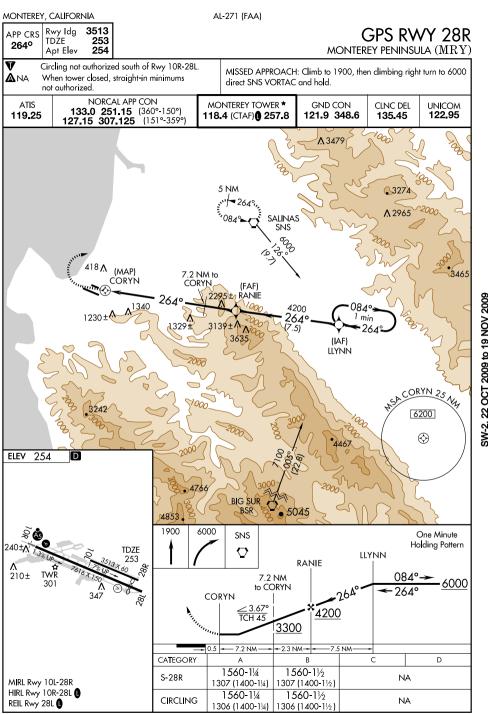


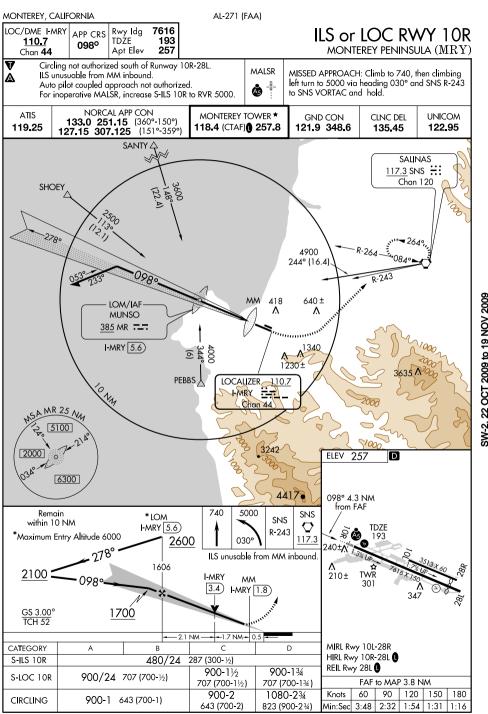


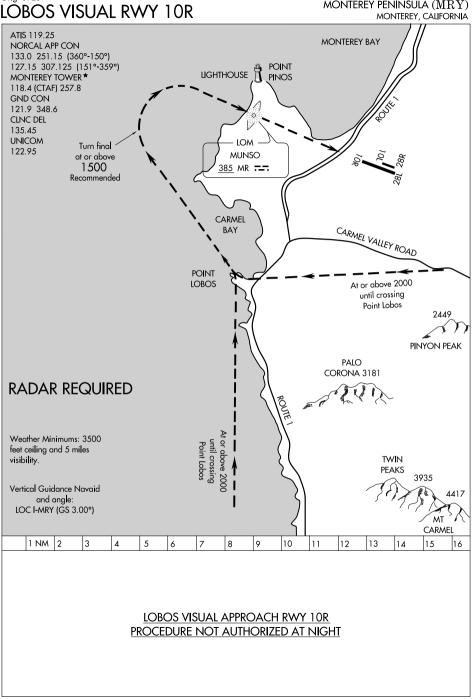


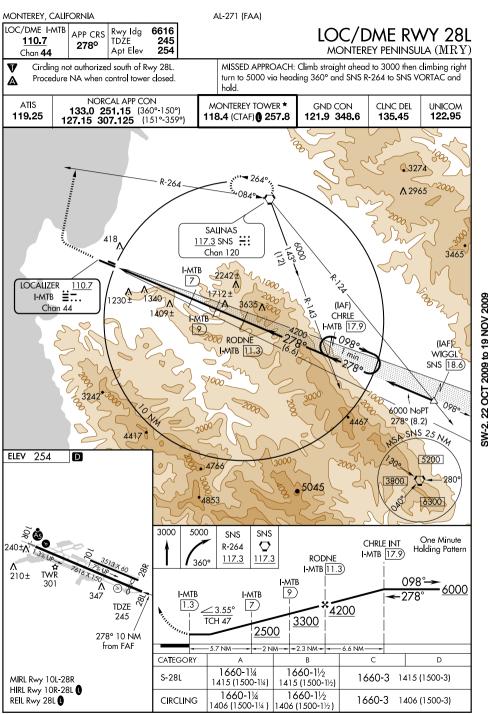












(MRY9.MRY) 09295 MONTEREY PENINSULA (MRY) MONTEREY NINE DEPARTURE SL-271 (FAA) MONTEREY, CALIFORNIA ATIS 119 25 GND CON 121.9 348.6 CLNC DEL WOODSIDE 135.45 113.9 OSI ::-MONTEREY TOWER \* -Chan 86 SAN JOSE 118.4 257.8 N37°23.55′ W122°16.88′ 114.1 SJC <u>---</u>=-NORCAL DEP CON L-2-3, H-3 Chan 88 133.0 251.15 (360°-150°) N37°22.48′ W121°56.68′ 127.15 307.125 (151°-359°) L-2-3 SALINAS 117.3 SNS ∷: Chan 120 N36°39.83′ W121°36.19′ L-3. H-3 R-260 PANOCHE 112.6 PXN =:--Chan 73 N36°42.93′ W120°46.72′ L-3. H-3 **AVENAL** 117.1 AVE :--Chan 118 N35°38.82′ W119°58.72′ **BIG SUR** L-3-7, H-4 114.0 BSR .... Chan 87 N36°10.88′ W121°38.53′ L-3. H-4 PASO ROBLES 114.3 PRB :=: Chan 90 N35°40.35' W120°37.63' L-3-7 TAKE-OFF MINIMUMS Rwy 10R: Standard with a minimum climb of 451' per NM to 1900. Rwy 10L: Standard with a minimum climb of 428' per NM to 1900. Rwy 28L: Standard with a minimum climb of 310' per NM to 1100. Rwy 28R: Standard with a minimum climb of 240' per NM to 1100. (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

SW-2 22 OCT 2009 to 19 NOV 2009

(MRY9.MRY) 09295 MONTEREY PENINSULA (MRY) MONTEREY NINE DEPARTURE SL-271 (FAA)

MONTEREY, CALIFORNIA



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10L/R: Climbing left turn heading 329°. Thence. . . .

TAKE-OFF RUNWAY 28L/R: Climb heading 278° until leaving 1100' or as directed by Monterey Tower. Then climbing right turn heading 329°. Thence. . . . . . . .all aircraft expect vectors to assigned route/fix. Altitude will be assigned

by ATC. Expect clearance to filed altitude ten minutes after departure. LOST COMMUNICATIONS: If no transmissions received for one minute after

departure, proceed via SNS R-260 to SNS VORTAC, then via assigned fix/route. Climb to 6000' or assigned altitude, whichever is higher.

## TAKE-OFF OBSTACLE NOTES Rwy 10R: OL on DME 64' from DER, 284' left of centerline, 12' AGL/272' MSL.

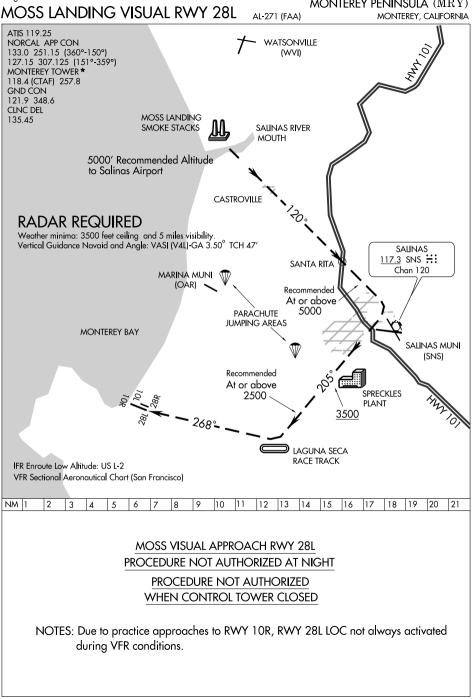
Tree 1.7 NM from DER, 2318' right of centerline, up to 100' AGL/859' MSL. Rwy 10L: OL on DME 555' from DER, 217' right of centerline, 12' AGL/272' MSL. Tree 1.8 NM from DER, 2817' right of centerline, up to 100' AGL/859' MSL.

Rwy 28R: Airplane 6' from DER, 179' left of centerline, 64' AGL/263' MSL. Rwy 28L: Tree 743' from DER, 619' left of centerline, up to 100' AGL/240' MSL.

Tree 2.9 NM from DER, 2298' left of centerline, up to 100' AGL/640' MSL.

Tree 2.9 NM from DER, 4578' left of centerline, 114' AGL/853' MSL.

SW-2 22 OCT 2009 to 19 NOV 2009



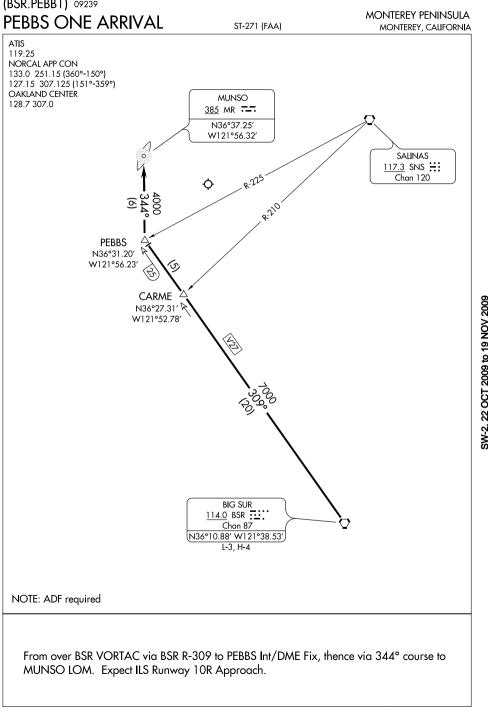
(MR2.MR) 09239 MONTEREY PENINSULA (MRY) MUNSO TWO DEPARTURE MONTEREY, CALIFORNIÁ SL-271 (FAA) ATIS 119.25 WOODSIDE GND CON 113 9 OSI ... 121.9 348.6 Chan 86 MONTEREY TOWER ★ N37°23.55′-W122°16.88′ 118.4 257.8 L-2-3, H-3 SAN JOSE NORCAL DEP CON 114.1 SJC <u>:</u>::=. 133.0 251.15 (360°-150°) Chan 88 127.15 307.125 (151°-359°) N37°22.48′-W121°56.68′ 1-2-3 **PANOCHE** (UBKAW) 112.6 PXN = ---N36°41.55' Chan 73 W121°53.83' N36°42.93′-W120°46.72′ 500n (UBOBY) L-3, H-3 08ñº-N36°39.69' (14)R-260 W121°54.90′ 3000 SALINAS 117.3 SNS **∷** Chan 120 N36°39.83′-W121°36.19′ L-3. H-3 MUNSO 385 MR ---**BIG SUR** 114.0 BSR :::: N36°37.25′ **AVENAL** W121°56.32' 117.1 AVE :..-N36°10.88′-W121°38.53′ 1-3 Chan 118 L-3, H-4 N35°38.82′-W119°58.72′ L-3-7, H-4 NOTE: This SID requires a minimum climb of PASO ROBLES 265' per NM to 1000'. 114.3 PRB :-:: Chan 90 NOTE: For OSI Transition, minimum altitude N35°40.35′-W120°37.63′ 30000 L-3-7 NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 28L/R: After leaving 1000', or as directed by tower, turn right heading 325° and join the 010° bearing from MUNSO NDB, thence via assigned route or transition. Maintain 6000'. Expect clearance to filed altitude five minutes after departure. LOST COMMUNICATIONS: If no transmissions received for one minute after

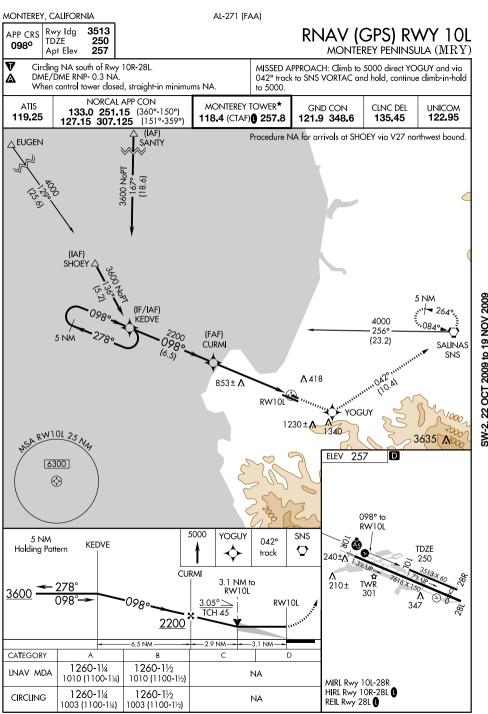
SW-2 22 OCT 2009 to 19 NOV 2009

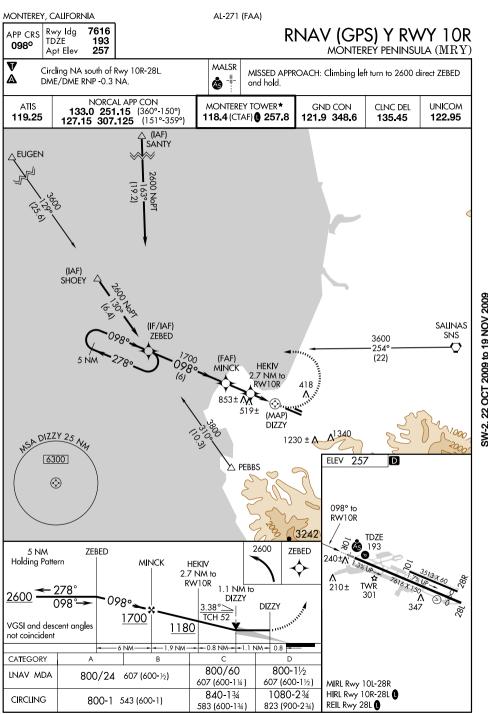
departure, proceed direct SNS VORTAC, then via assigned fix/route. Climb to 6000' or assigned altitude, whichever is higher.

SALINAS TRANSITION (MR2.SNS): From over MUNSO NDB via MR 010° bearing and SNS R-260 to SNS VORTAC.

WOODSIDE TRANSITION (MR2.OSI): From over MUNSO NDB via MR 010° bearing and OSI R-141 to OSI VORTAC.





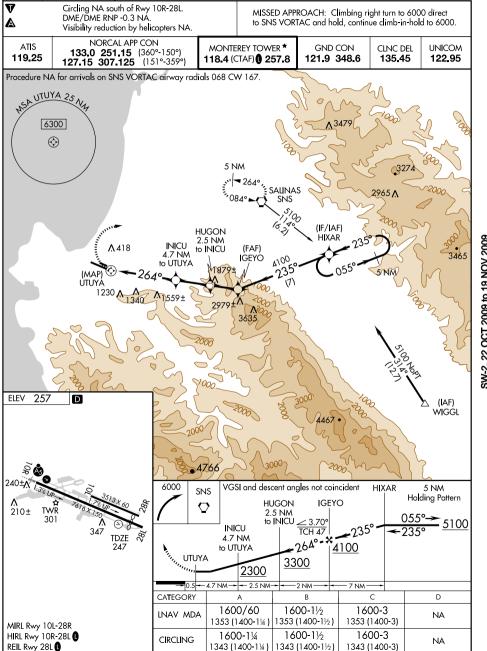


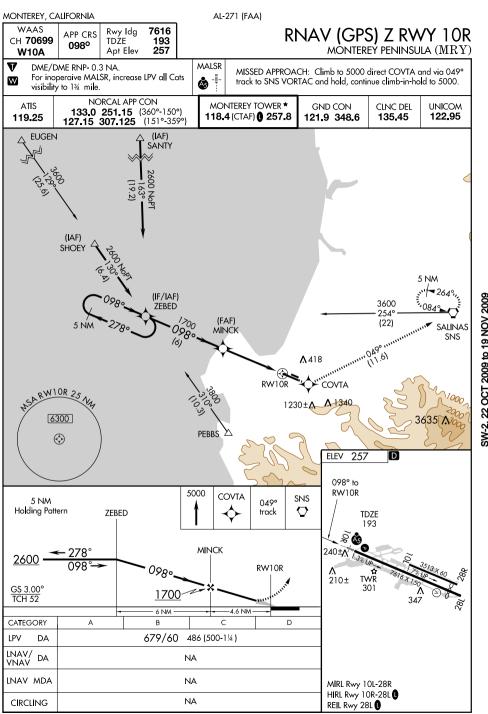
264°

Rwy Idg 6616 TDŹE 247 Apt Elev 257

## RNAV (GPS) Y RWY 28L

MONTEREY PENINSULA (MRY)

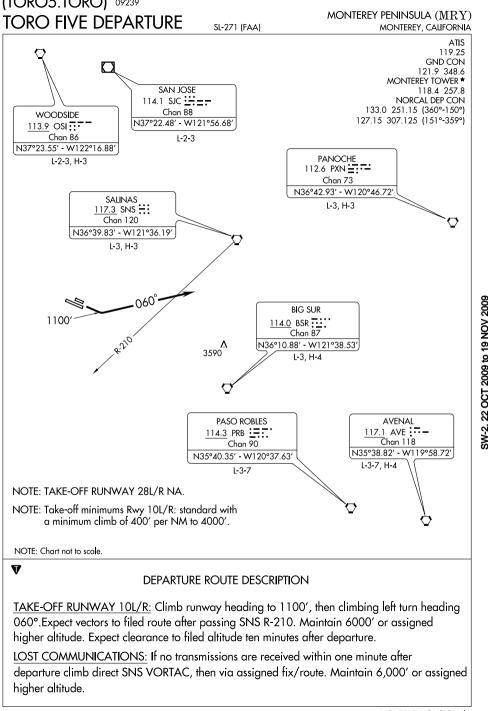


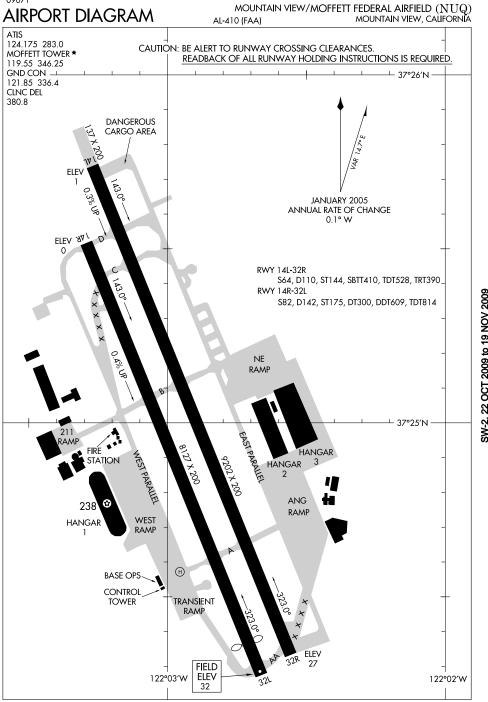


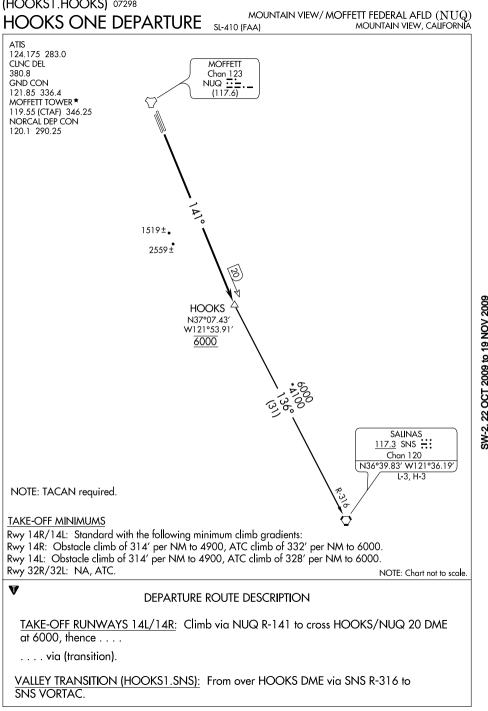
MONTEREY, CALIFORNIA AL-271 (FAA) RNAV (RNP) Z RWY 28L MONTEREY PENINSULA (MRY) 6616 Rwy Ida APP CRS TDŹE 247 279° 257 Apt Elev V MISSED APPROACH: Climb to 5500 via 279° RF and GPS required. When VGSI inoperative, RNP 0.30 DA NA at night. A NA For uncompensated Baro-VNAV systems, procedure NA below 0°C (32°F) track to URUYU and via right turn to CUGVU or above 39°C (102°F). Visibility reduction by helicopters NA. and via 102° track to SNS VORTAC and hold. NORCAL APP CON ATIS MONTEREY TOWER★ GND CON CLNC DEL UNICOM 133.0 251.15 (360°-150°) 119.25 118.4 (CTAF) @ 257.8 121.9 348.6 135,45 122.95 127.15 307.125 (151°-359°) CUGVU hamana 1020 mananana **∧** 3479 5 NM BASEC 5500 (IF/IAF) SALINAS 22 OCT 2009 to 19 NOV 2009 SNS Procedure NA for arrivals at BASEC via V230 URUYU eastbound and arrivals at SNS VORTAGE Λ418 via V111 northbound. 893± 898± 199° (1.6) ĽONÍV 15.61 RW28L -NM 2700 693± 795±A RW28L 25 Ny 1230 ± 6300 257 D 4467 5500 URUYU CUGVU SNS VORTAC 102° track CONIV Procedure 27̄9° Turn NA **OKUPE** 4200 HUTAD 5500 3568 199° RW28L 2465 210± 279° 301 4200 GP 3.60° TCH 50 TDZE - 2.8 NM -5.6 NM - 1.6 NM --5.6 NM 247 CATEGORY C D 279° to RW28L RNP 0.10 DA 497/40 250 (300-3/4) NA 1196-23/4 RNP 0.20 DA 949 (1000-234) NA NA RNP 0.30 DA 1257-3 1010 (1000-3) MIRL Rwy 10L-28R SPECIAL AIRCRAFT & AIRCREW HIRL Rwy 10R-28L AUTHORIZATION REQUIRED REIL Rwy 28L

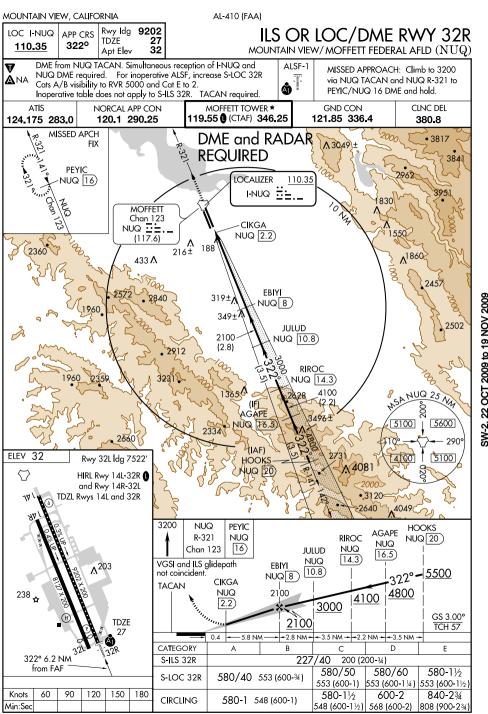
(SECA2.SNS) 09239 MONTEREY PENINSULA (MRY) SECA TWO DEPARTURE MONTEREY, CALIFORNIA SL-271 (FAA) ATIS 119.25 WOODSIDE GND CON SAN JOSE 113.9 OSI ... 121.9 348.6 114.1 SJC **∷=**-Chan 86 MONTEREY TOWER★ Chan 88 N37°23.55′-W122°16.88′ 118.4 257.8 N37°22.48′-W121°56.68′ L-2-3, H-3 NORCAL DEP CON 1-2-3 133.0 251.15 (360°-150°) 127.15 307.125 (151°-359°) SALINAS 117.3 SNS ∷ Chan 120 N36°39.83′-W121°36.19 PANOCHE L-3, H-3 112.6 PXN =:--Chan 73 N36°42.93′-W120°46.72′ L-3. H-3 **BIG SUR** 114.0 BSR :::: **AVENAL** Chan 87 117.1 AVE :--N36°10.88′-W121°38.53′ Chan 118 L-3, H-4 N35°38.82′-W119°58.72′ L-3-7, H-4 PASO ROBLES 114.3 PRB :=: Chan 90 N35°40.35′-W120°37.63′ L-3-7 NOTE: This SID requires a minimum climb of 405' per NM to 4000'. NOTE: Minimum assignable altitude 6000'. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 10L/R: Climb via heading 096° and intercept the SNS R-210 to SNS VORTAC, thence via assigned route, maintain 6000'. Expect clearance to filed altitude 5 minutes after departure. LOST COMMUNICATIONS: If no transmissions received for one minute after departure, proceed to the SNS VORTAC, then via assigned fix/route. Climb to 6000' or assigned altitude, whichever is higher.

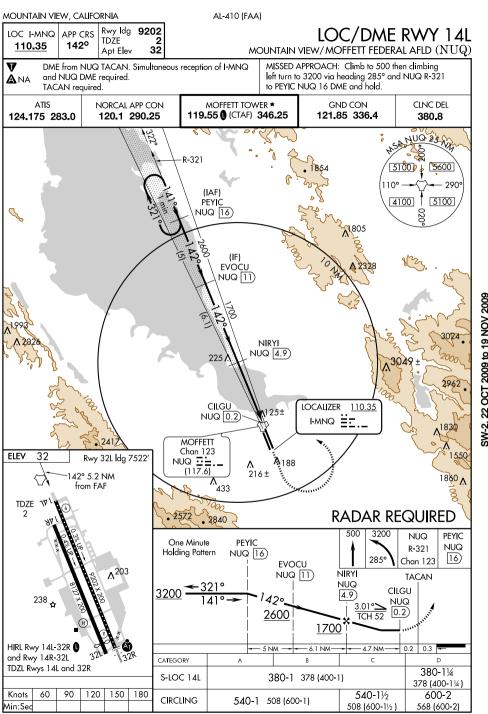
SW-2 22 OCT 2009 to 19 NOV 2009







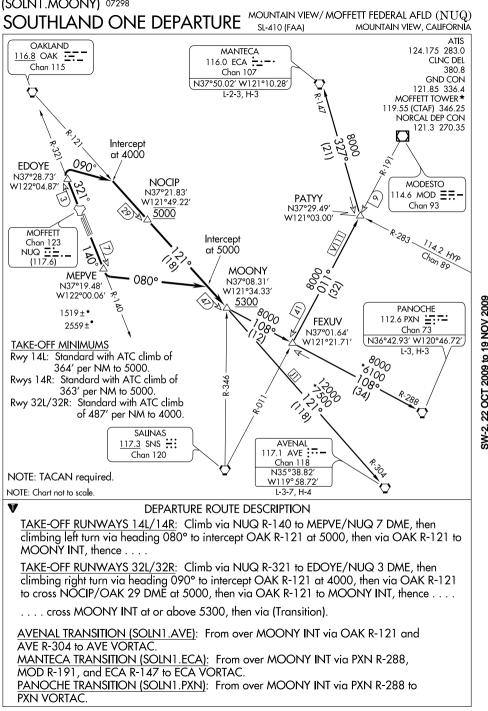


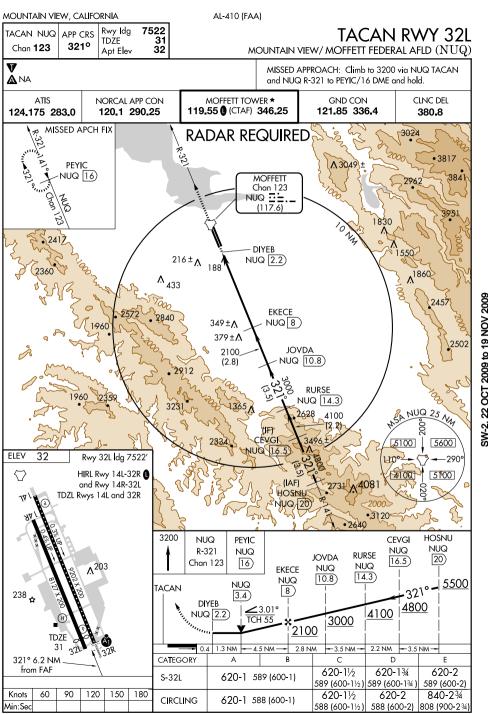


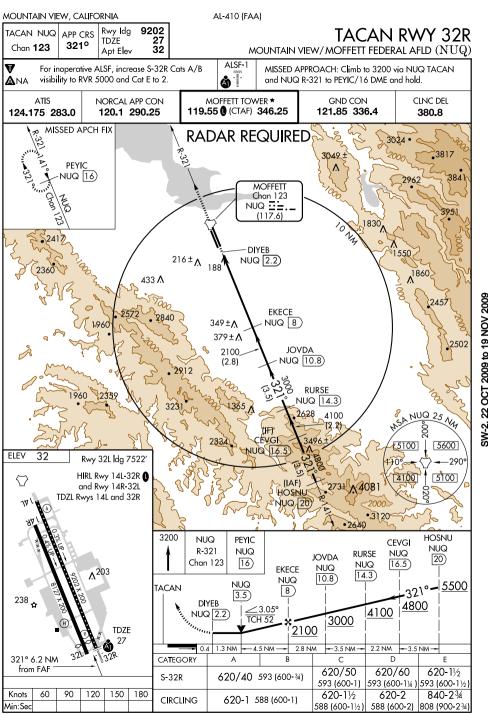
(PYE.PYE1) 09127 POINT REYES ONE ARRIVAL SAN FRANCISCO, CALIFORNIA ST-375 (FAA) NORCAL APP CON 133 95 317 6 MAXWELL 110.0 MXW ==--SAN FRANCISCO TOWER 120.5 269.1 Chan 37 SAN FRANCISCO INTLATIS N39°19.06′-W122°13.29′ 113.7 118.85 L-2 SAN CARLOS TOWER★ 119.0 326.2 SAN CARLOS ATIS 1259 MENDOCINO PALO ALTO TOWER \* 112.3 ENI 118.6 Chan 70 PALO ALTO ATIS N39°03.19′-W123°16.45 135.275 L-2. H-3 MOFFETT FEDERAL AFLD TOWER★ 119.55 346.25 **SACRAMENTO** MOFFETT FEDERAL AFLD ATIS 115.2 SAC :: \_\_\_ 124.175 283.0 SANTA ROSA Chan 99 SAN JOSE TOWER★ 113.0 STS ∷ N38°26.62′-W121°33.10′ 124.0 257.6 Chan 77 NORMAN Y. MINETA L-2-3. H-3 **POPES** SAN JOSE INTLATIS N38°29.16' V494 126.95 W122°20.75' REID-HILLVIEW TOWER★ 5000 R-077 119.8 RWY 13L/31R 22) 257° 126.1 RWY 13R/31L (38)REID-HILLVIEW ATIS 125.2 R-347 SCAGGS ISLAND 112.1 SGD **∺∴**• Chan 58 SAUSALITO 116.2 SAU ::-POINT REYES Chan 109 113.7 PYE :---Chan 84 N38°04.79′-W122°52.07′ SAN FRANCISCO 115.8 SFO <u>∷≒</u>-STINS OAKLAND N37°49.42' W122°45.40′ 116.8 OAK ... Chan 115 SAN FRANCISCO INTL PALO ALTO AIRPORT OF SANTA CLARA COUNTY (<del>t</del>) SAN CARLOS NORMAN Y. MINETA 076°→ **HADLY** SAN JOSE INTL (14) R-256 MOFFETT N37°24.14' FEDERAL AFLD W122°34.54' **REID-HILLVIEW** OF SANTA CLARA WOODSIDE COUNTY 113.9 OSI ::• Chan 86 NOTE: SACRAMENTO Transition to be used N37°23.55′-W122°16.88′ only when assigned by ATC. (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

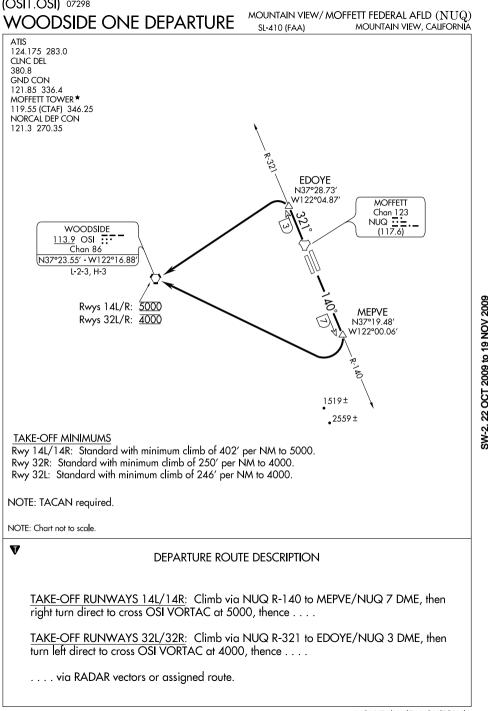
22 OCT 2009 to 19 NOV 2009

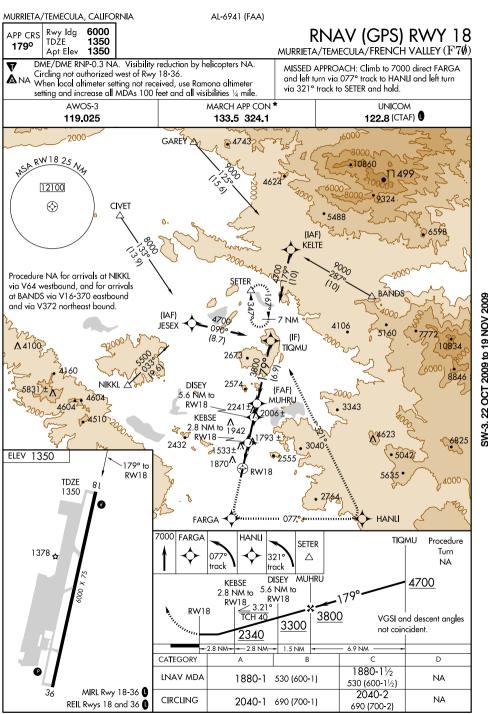
(PYE.PYE1) 02276 POINT REYES ONE ARRIVAL SAN FRANCISCO, CALIFORNIA ST-375 (FAA) ARRIVAL DESCRIPTION MAXWELL TRANSITION (MXW.PYE1): From over MXW VORTAC via MXW R-184 and PYE R-005 to PYE VORTAC. Thence.... MENDOCINO TRANSITION (ENI.PYE1): From over ENI VORTAC via ENI R-146 and PYE R-325 to PYE VORTAC. Thence.... SACRAMENTO TRANSITION (SAC. PYE1): From over SAC VORTAC via SAC R-257 and PYE R-028 to PYE VORTAC. Thence.... ....From over PYE VORTAC via PYE R-144 to HADLY INT, then via OSI R-256 to OSI VORTAC. Expect radar vectors to final approach course. SW-2 22 OCT 2009 to 19 NOV 2009

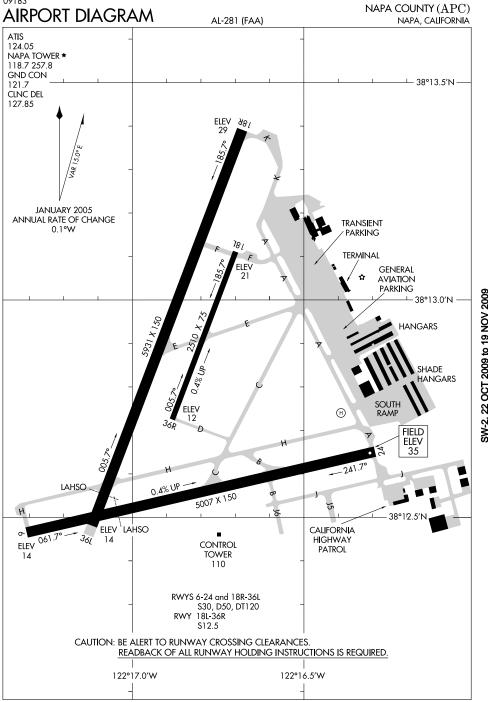










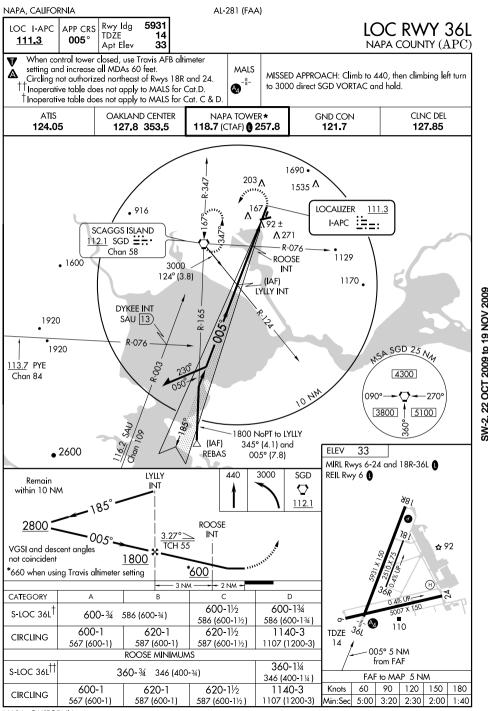


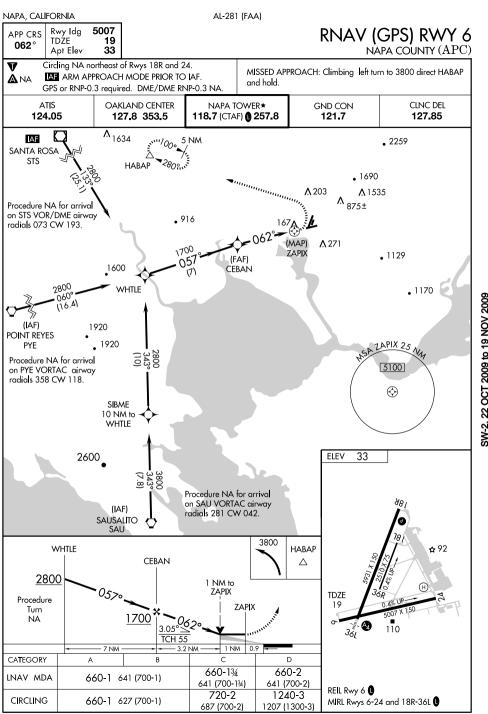
(LIZRD3.LIZRD) 07298 NAPA COUNTY (APC) LIZRD THREE DEPARTURE SL-281 (FAA) NAPA, CALIFORNIA TAKEOFF OBSTACLES: ATIS 124.05 GND CON Rwy 18L: Tree 4982' from departure end of runway, 237' left of centerline, 58' AGL/92'MSL. 1217 Rwy 24: Bridge 4964' from departure end of runway, 1716' right of centerline, 167' AGL/167'MSL. **OAKLAND CENTER** Rwy 36R: Floodlight 462' from departure end of runway, 339' right of centerline, 29' AGL/53' MSL. 127.8 353.5 Tree 8701' from departure end of runway, 1286 right of centerline, 70' AGL/289' MSL. Tree 8838' from departure end of runway, 2299' right of centerline, 64' AGL/383' MSL. Rwy 36L: Trees 7061' from departure end of runway, 1800' right of centerline, 70' AGL/289' MSL. Pole 12845' from departure end of runway, 1471' right of centerline, 53' AGL/372' MSL. Pole 13005' from departure end of runway, 3483' right of centerline, 39' AGL/558' MSL. Tree 19688' from departure end of runway, 2155' right of centerline, 100' AGL/894' MSL. SANTA ROSA 113.0 STS **∷** Chan 77 SCAGGS ISLAND 112.1 SGD **∺**:• N38°30.49′ W122°48.64′ Chan 58 L-2-3 N38°10.76′-W122°22.39′ CONCORD 117.0 CCR =:=: Chan 117 CROIT 4100 3000 N38°03.37' 13 \*4100 R-07.5 \*2600 W122°11.66′ 255° 075°-L-2-3 LAKCI (15)(3)N38°04.23' R-259 W122°35 22′ LIZRD POINT REYES N38°03.53' 113.7 PYE :--=-W122°15.74′ Chan 84 3000 SAUSALITO 116.2 SAU :∺\_ SABLO R.035 NOTE: Chart not to scale. Chan 109 N37°59.45′ W122°12.01′ TAKEOFF MINUMUMS: Rwy 6: NA-Obstacles. Rwys 18L/R, 36L/R and 24: Standard with the following minimum climb requirements: Rwys 18L/R: Obstacle climb rate standard, ATC climb rate of OAKLAND 116.8 OAK ... 295' per NM to 3000'. Rwy 24: Obstacle climb rate standard, ATC climb rate of 260' N37°43.56′ - W122°13.42′ per NM to 3000'. L-2-3. H-3 Rwys 36L/R: Obstacle climb rate of 370' per NM to 1200'. DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 18L/R: Climb via 180° heading to intercept and proceed outbound via the SGD R-127 to LIZRD INT. Cross LIZRD INT at or above 3000'. Thence. . . . TAKE-OFF RUNWAY 24: Turn left, climb via 180° heading to intercept and proceed outbound via the SGD R-127 to LIZRD INT. Cross LIZRD INT at or above 3000'. Thence. . . . TAKE-OFF RUNWAYS 36L/R: Turn left direct SGD VORTAC, proceed outbound via the SGD R-127 to LIZRD INT. Cross LIZRD INT at or above 3000'. Thence. . . . . . . . via (transition) or (assigned route). CROIT TRANSITION (LIZRD3.CROIT): From over LIZRD INT via PYE R-075 to CROIT INT. OAKLAND TRANSITION (LIZRD3.OAK): From over LIZRD INT via SGD R-127 and OAK

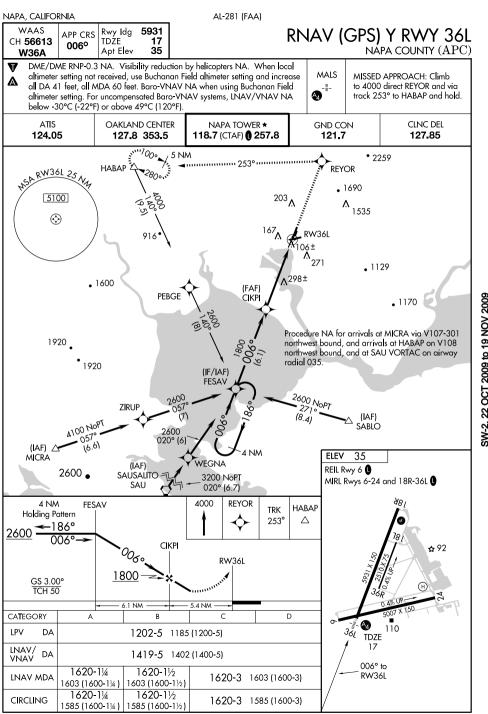
22 OCT 2009 to 19 NOV 2009

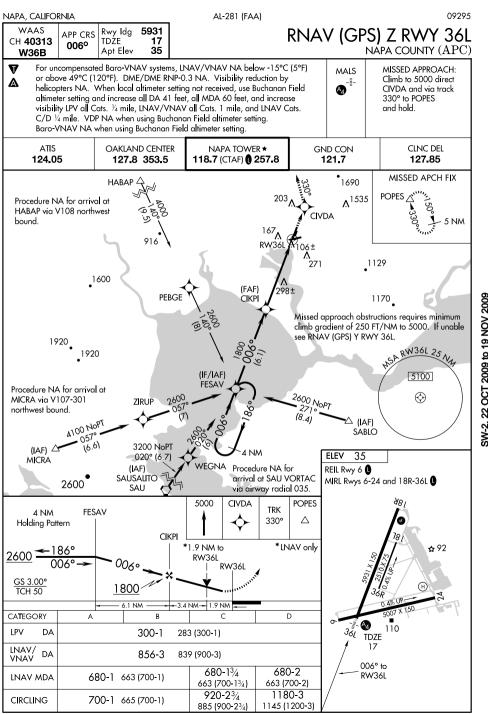
R-347 to OAK VORTAC. SANTA ROSA TRANSITION (LIZRD3.STS): From over LIZRD INT via PYE R-075 and

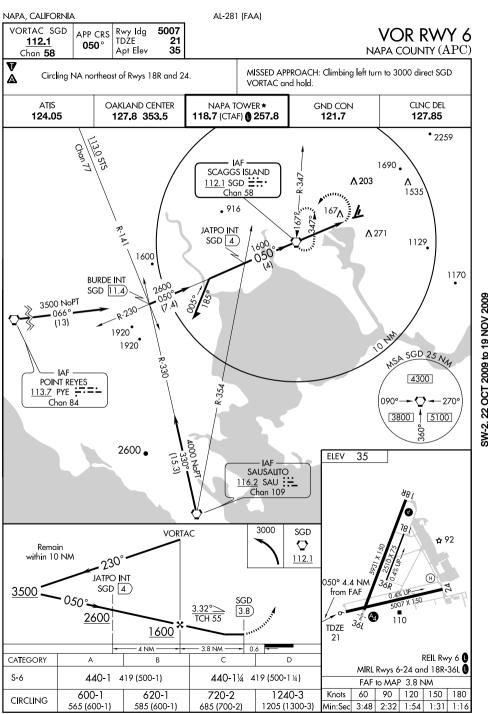
STS R-142 to STS VOR/DME.

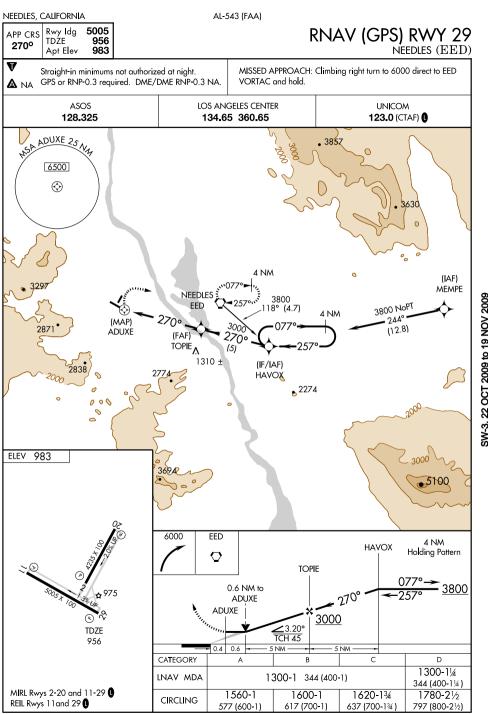


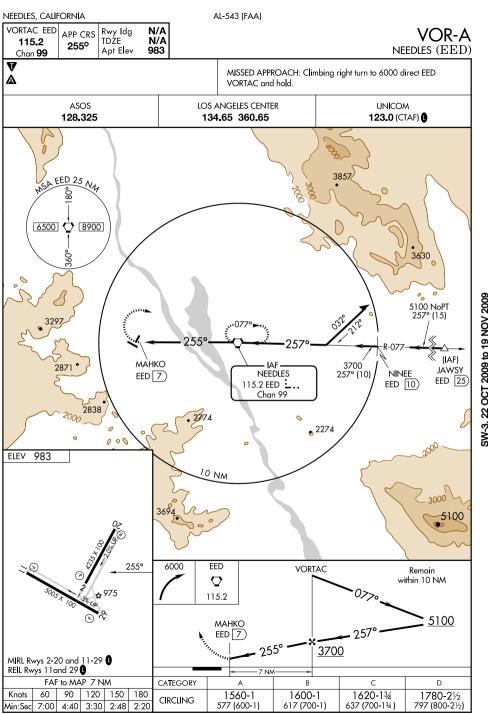


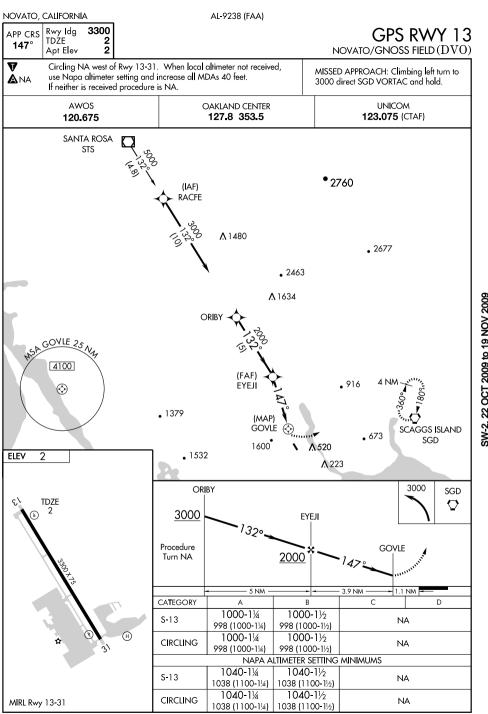


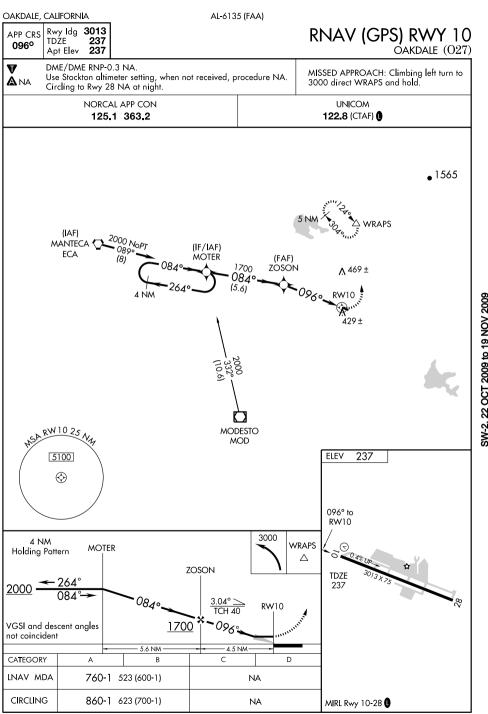


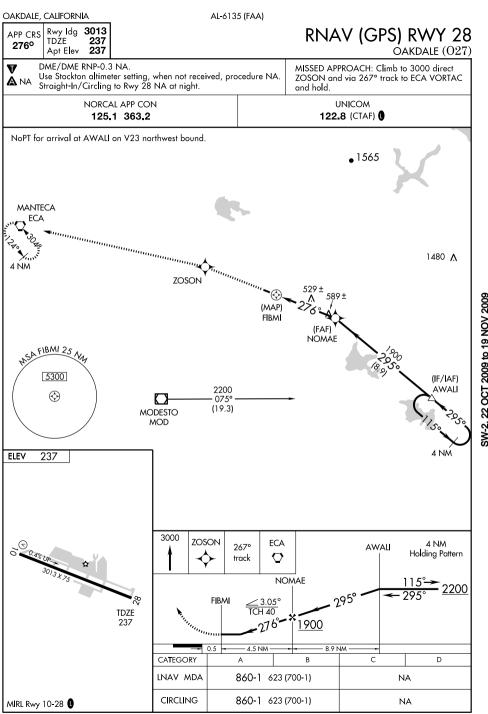


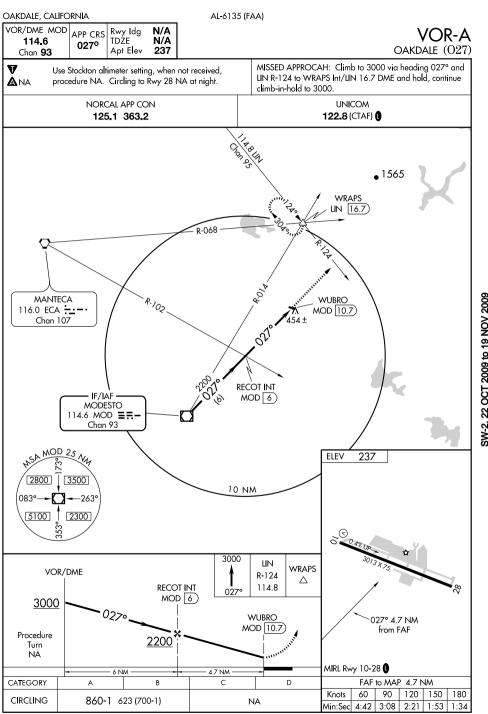


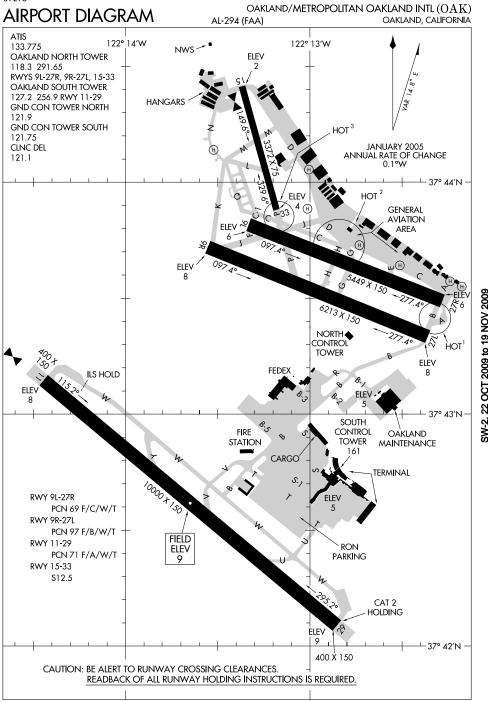


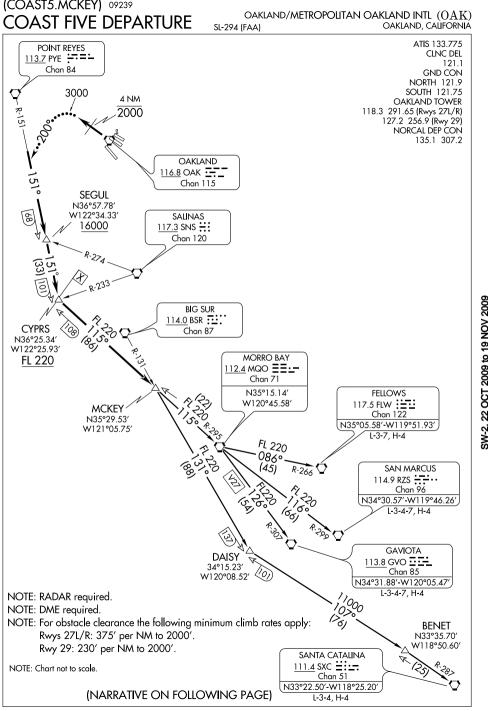












(COAST5.MCKEY) 02276 OAKLAND/METROPOLITAN OAKLAND INTL (() A K) COAST FIVE DEPARTURE

SI-294 (FAA)

OAKLAND, CALIFORNIÁ

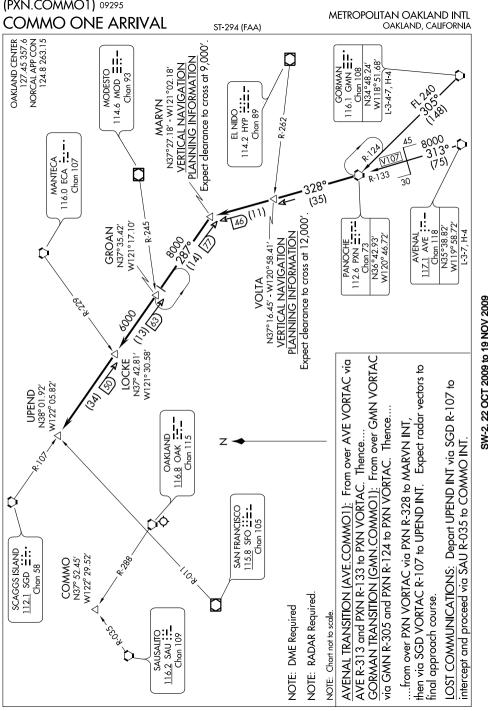


## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 27L/R and 29: Maintain runway heading for vectors to PYE R-151. Cross 4 miles northwest of OAK VORTAC at or below 2000'. Intercept and proceed via the PYE R-151 to SEGUL INT. Cross SEGUL INT at or above 16000'. Proceed via the PYE R-151 to CYPRS INT; cross CYPRS INT at or above FL 220. Then via the MQO R-295 to MCKEY INT, then via (transition) or (assigned route). Expect further clearance to filed altitude 10 minutes after departure. LOST COMMUNICATIONS: TAKE-OFF RUNWAYS 27L/R AND 29: After reaching 3000', turn left heading 200°, intercept and proceed via PYE R-151, then resume own navigation.

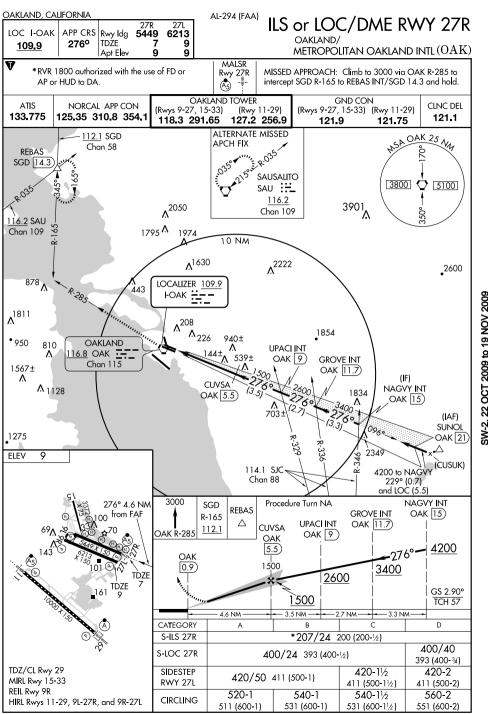
FELLOWS TRANSITION (COAST5.FLW): From over MCKEY INT via MQO R-295 to MQO VORTAC; then via MQO R-086 and FLW R-266 to FLW VORTAC. GAVIOTA TRANSITION (COAST5.GVO): from over MCKEY INT via MQO R-295 to MQO VORTAC; then via MQO R-126 and GVO R-307 to GVO VORTAC. SAN MARCUS TRANSITION (COAST5.RZS): From over MCKEY INT via MQO R-295 to MQO VORTAC; then via MQO R-116 and RZS R-299 to RZS VORTAC. SANTA CATALINA TRANSITION (COAST5.SXC): From over MCKEY INT via BSR R-131 and SXC R-287 to SXC VORTAC.

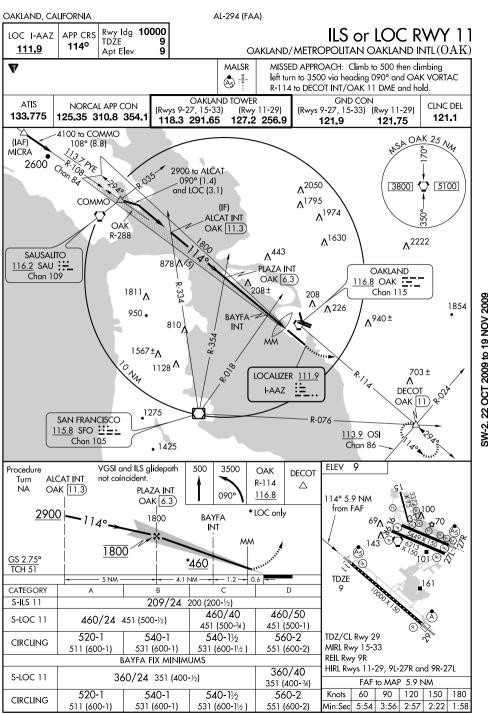
22 OCT 2009 to 19 NOV 2009

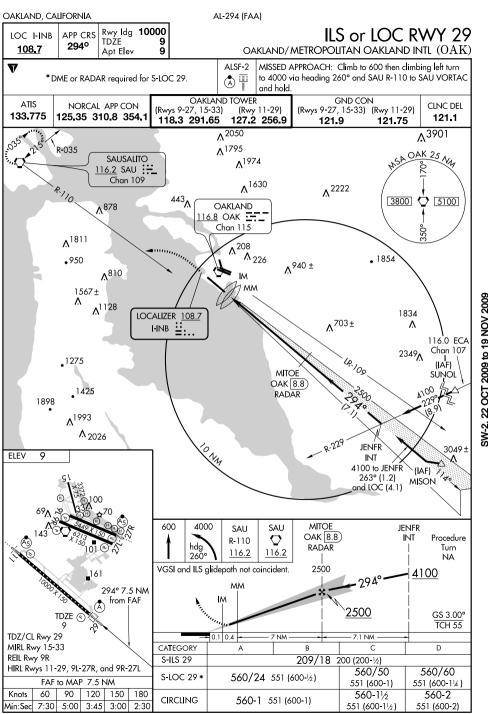


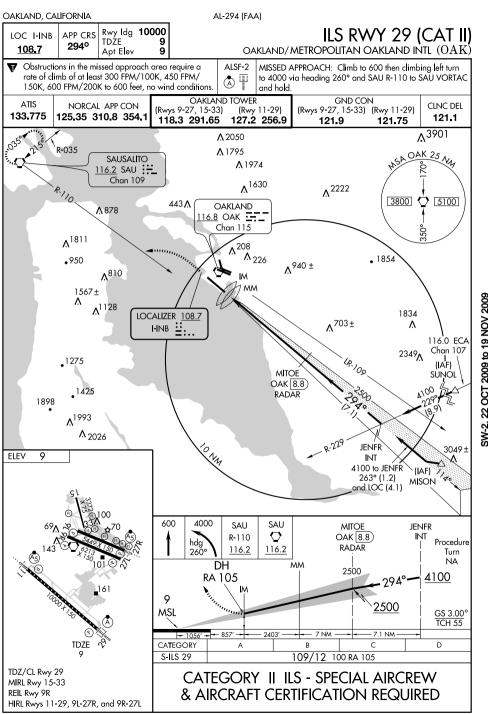
(BSR.HADLY2) 07298 HADLY TWO ARRIVAL SAN FRANCISCO, CALIFORNIA ST-375 (FAA) NORCAL APP CON SAUSALITO COMMO LOCALIZER 108.9 128.575 254.25 116.2 SAU ::\_\_ N37°52.45' SAN FRANCISCO INTLATIS Chan 109 W122°29.52' 113.7 118.85 Chan 26 N37°51.32′ METROPOLITAN OAKLAND W122°31.37′ INTLATIS **BERKS** 133.775 R-07 N37°51.79′ W122°12.60′ R-035 R-347 OAKLAND 116.8 OAK •--METROPOLITAN POINT REYES OAKLAND 113.7 PYE :--=: 27 INTI Chan 84 SAN SAN FRANCISCO FRANCISCO 115.8 SFO :::-INTI Chan 105 WOODSIDE **HADLY** 113.9 OSI ... N37°24.14′ W122°34.54' Chan 86 TAILS -SAN JOSE 114.1 SJC ::=== N37°16.37′ W122°31.22' Chan 88 **EUGEN** <u>6</u> N37°05.61 W122°26.65' Turbojets expect to cross €) SALINAS at 11000 feet. 117.3 SNS ∷ Cross at 250K IAS. Chan 120 R-264 SHOEY-N36°44.76' W122°08.16' **BIG SUR** 114.0 BSR .... Chan 87 N36°10.88′-W121°38.53′ L-3, H-4 R-141 NOTE: Chart not to scale. From over BSR VORTAC via BSR R-309 to EUGEN INT, then via PYE R-144 to HADLY INT, then via direct SAU VORTAC. Expect vectors to final approach course. Expect clearance to cross EUGEN INT at 11000' and at 250K IAS. LOST COMMUNICATIONS San Francisco Intl: Depart SAU VORTAC via SAU R-071 to BERKS INT. Metropolitan Oakland Intl: Depart SAU VORTAC via SAU R-035 to COMMO INT.

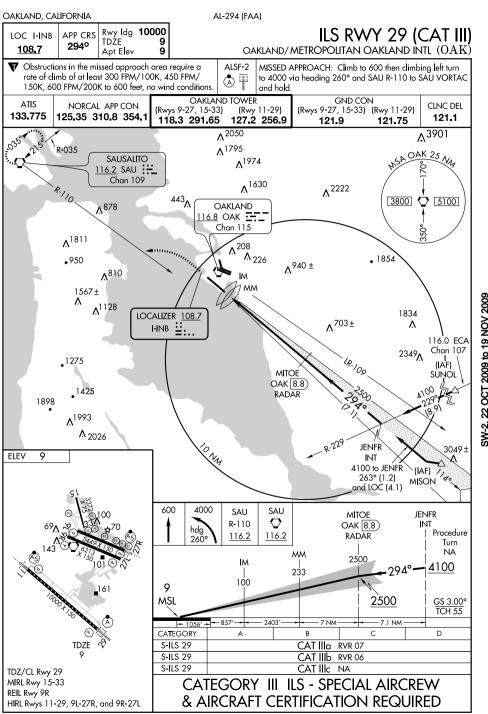
SW-2 22 OCT 2009 to 19 NOV 2009

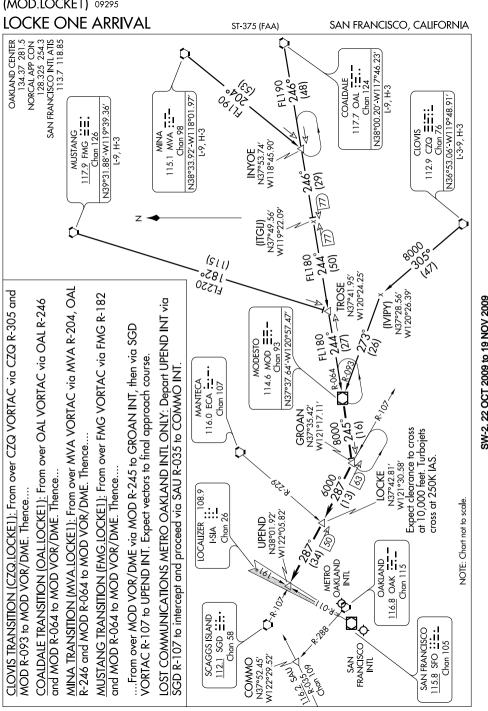


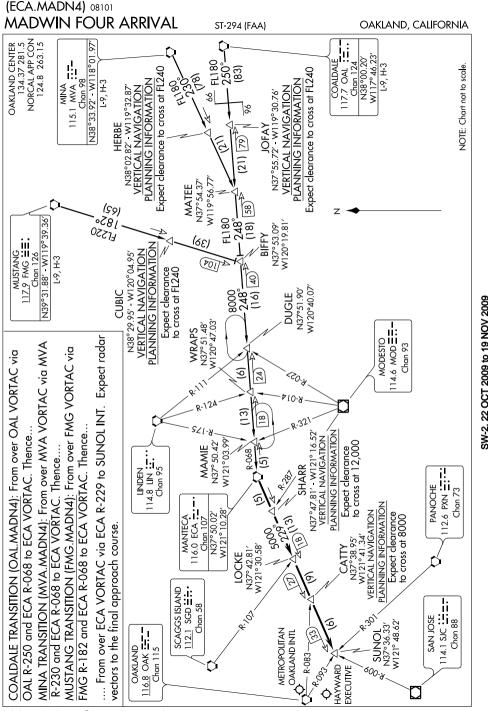


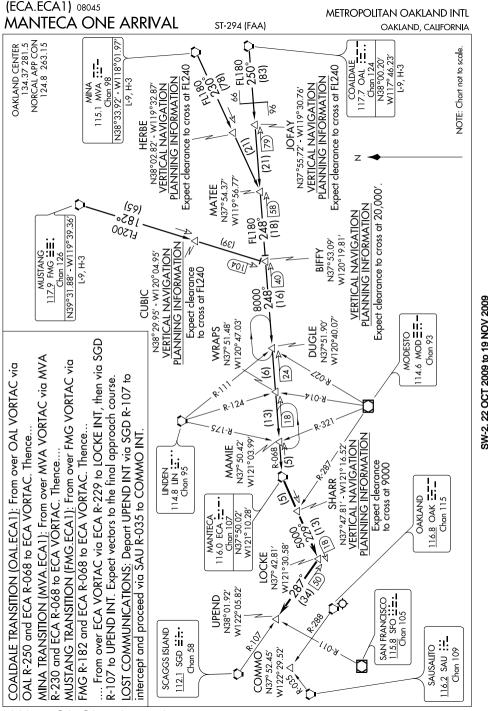






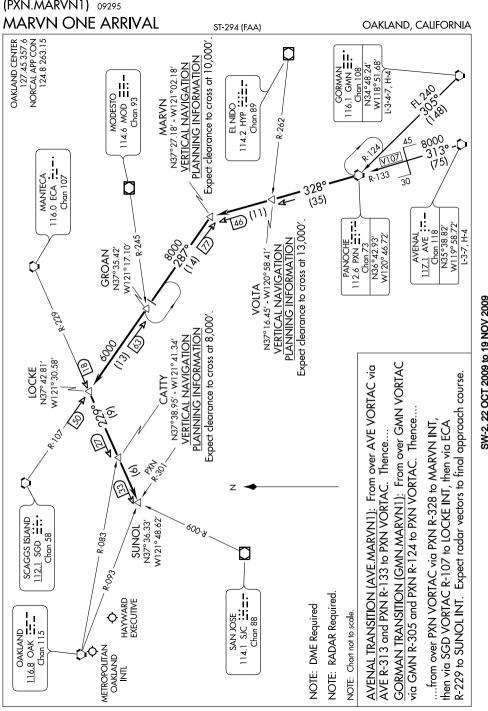






(MARI4.DOKKS) 09127 OAKLAND/METROPOLITAN OAKLAND INTL (() A K) MARINA FOUR DEPARTURE SI-294 (FAA) OAKLAND, CALIFORNIA ATIS 133.775 SACRAMENTO CLNC DEL LINDEN 115.2 SAC <u>:--</u> \_. 114.8 LIN 🔄 121.1 Chan 99 Chan 95 GND CON N38°26.62′ - W121°33.10′ N38°04.47′ - W121°00.23′ NORTH 121.9 L-2-3, H-3 SOUTH 121.75 L-2-3. H-3 OAKLAND TOWER 8.229 118.3 291.65 (Rwys 27L/R) 127.2 256.9 (Rwy 29) NORCAL DEP CON 120.9 323.2 SCAGGS ISLAND 112.1 SGD ∺ 🗀 • 5000 Chan 58 2890 N38°10.76′ W122°22.39' L-2-3 R-250 **ALTAM** N37°48.73' W121°44.83′ OAKLAND MANTECA 116.8 OAK .\_\_\_ 116.0 ECA :---R-121 Chan 115 Chan 107 N37°40.51′ W121°55.50′ 11000 (ILTIS) R. 463 ALCOA N37°36.28′ N37°50.00′-W125°50.07′ W122°00.86′ **DOKKS** 6000 N37°34.43' W122°03.10′ **BFBOP** R.AbA N37°00.00′-W125°00.07′ WOODSIDE 113.9 OSI ... Chan 86 N37°23.55' - W122°16.88' L-2-3, H-3 NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 9L/R: Turn right and climb via OAK-121 to DOKKS INT. Thence via (transition) or (assigned route/fix). Expect clearance to filed altitude ten minutes after departure. TAKE-OFF RUNWAY 11: Maintain runway heading to intercept and proceed via the OAK R-121 to DOKKS INT. Thence via (transition) or (assigned route/fix). Except clearance to filed altitude ten minutes after departure. LINDEN TRANSITION (MARI4.LIN): From over DOKKS INT via OSI R-028 and LIN R-229 to LIN VORTAC. Cross OSI R-028 18 DME at or above 6000', OSI R-028 24 DME at or above 11000'. SACRAMENTO TRANSITION (MARI4.SAC): From over DOKKS INT via OSI R-028 and SAC R-177 to SAC VORTAC. Cross OSI R-028 18 DME at or above 6000' and OSI R-028 24 DME at or above 11000'. SCAGGS ISLAND TRANSITION (MARI4.SGD): From over DOKKS INT via OSI R-028 and SGD R-109 to SGD VORTAC. Cross OSI R-028 18 DME at or above 6000' and OSI R-028 24 DME at or above 11000'. WOODSIDE TRANSITION (MARI4.OSI): From over DOKKS INT via OSI R-028 to OSI VORTAC.

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(NIMI2.OAK) 09127 OAKLAND/METROPOLITAN OAKLAND INTL (OAK) NIMITZ TWO DEPARTURE OAKLAND, CALIFORNIÁ SI-294 (FAA) CLNC DEL 121.1 SACRAMENTO NORCAL DEP CON SCAGGS ISLAND 127.0 298.95 112.1 SGD **∷**:• Chan 58 N38°26.62′-W121°33.10′ N38°10.76′-W122°22.39′ L-2-3, H-3 1-2-3 POINT REYES 113.7 PYE ==== Chan 84 N38°04.79′-W122°52.07′ L-2-3, H-3 CONCORD MANTECA 117.0 CCR =:=: SAUSALITO 116.0 ECA :---Chan 117 116.2 SAU ::-Chan 107 N38°02.70′-W122°02.71 Chan 109 N37°50 02' L-2-3 N37°51.32′-W122°31.37′ W121°10.28′ L-2-3, H-3 L-2-3, H-3

NOTE: Chart not to scale.

NOTE: RADAR required.

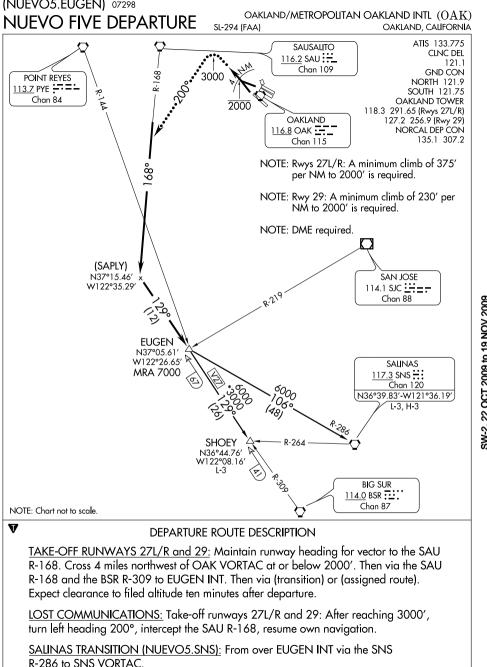
NOTE: Departure Rwys 27L/R: A minimum climb of 375' per NM to 2000' is required.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 27L/R and 29: Turn right, intercept and proceed via OAK R-313 for vectors to assigned fix/route. Expect clearance to filed altitude 10 minutes after departure.

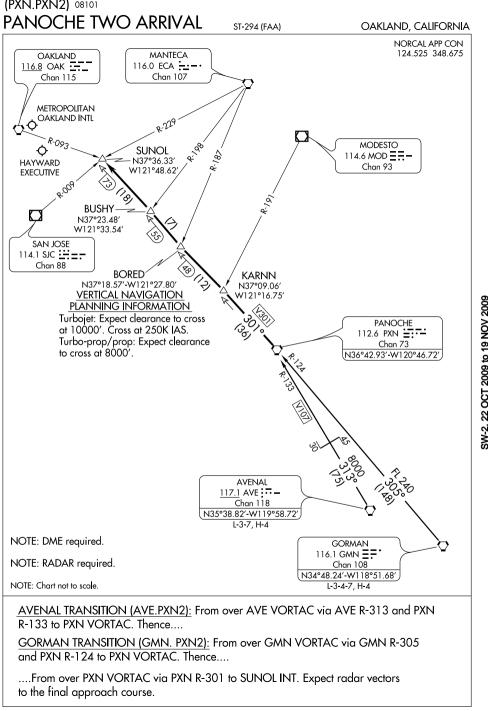
LOST COMMUNICATIONS: If not in contact with departure after reaching 3000', proceed direct to SAU VORTAC and hold on SAU R-035. Climb in holding pattern to assigned altitude, then proceed to assigned fix/route.

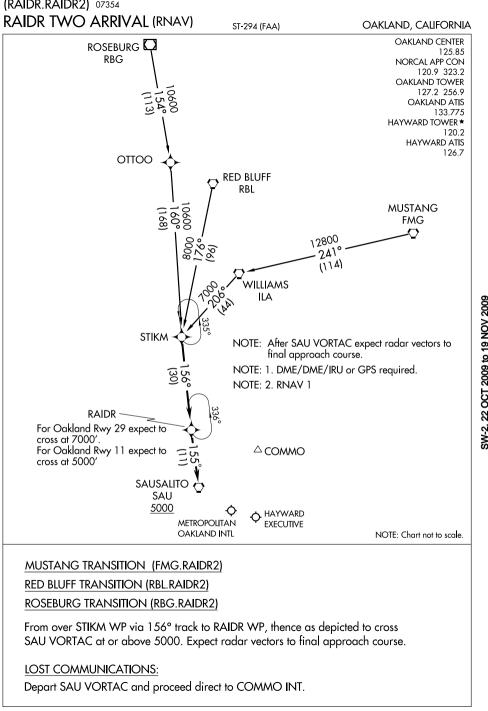


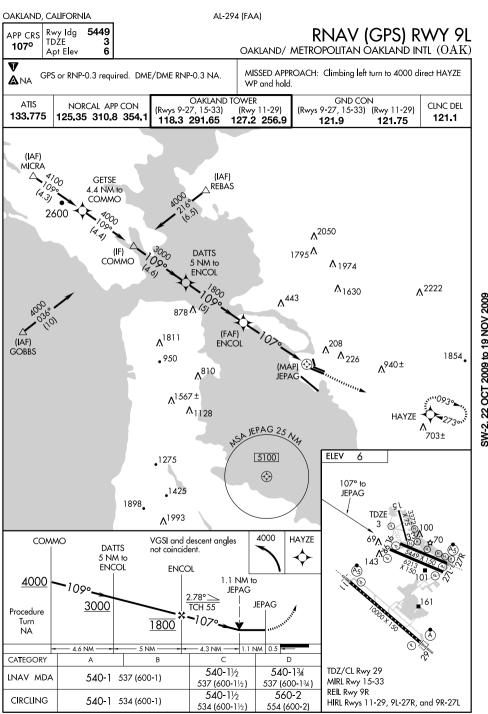
SHOEY TRANSITION (NUEVO5.SHOEY): From over EUGEN INT via the BSR R-309 to SHOEY INT.

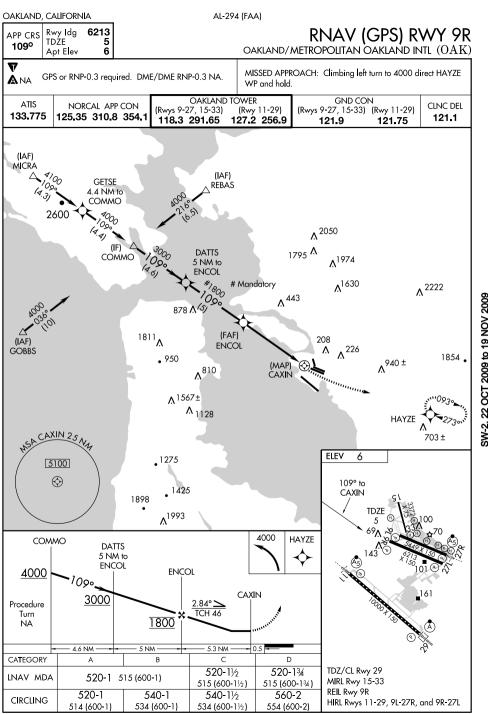
(OAK5.OAK) 09127 OAKLAND/METROPOLITAN OAKLAND INTL (OAK) OAKLAND FIVE DEPARTURE SL-294 (FAA) OAKLAND, CALIFORNIÁ ATIS RED BLUFF 133.775 115.7 RBL ::: CLNC DEL MENDOCINO Chan 104 121.1 112.3 ENI 🚉 • NORCAL DEP CON N40°05.93′-W122°14.18′ Chan 70 120.9 323.2 L-2. H-3 N39°03.19′-W123°16.45′ WILLIAMS L-2, H-3 114.4 ILA <u>:</u>≒… Chan 91 N39°04.27′-W122°01.64′ 1-2-3 SACRAMENTO SCAGGS ISLAND 115.2 SAC ::: 112.1 SGD <u>∺</u>:...• \_ Chan 58 N38°10.76′-W122°22.39′ N38°26.62′-W121°33.10′ POINT REYES L-2-3, H-3 L-2-3 113.7 PYE :--=: Chan 84 CONCORD N38°04.79′-W122°52.07′ 117.0 CCR =:=: L-2-3. H-3 SAUSALITO Chan 117 116.2 SAU ::-N38°02.70′ Chan 109 W122°02.71' N37°51.32′-W122°31.37 L-2-3 R-463 L-2-3, H-3 ALCOA 234° N37°50.00′ LINDEN W125°50.07' 2000 114.8 UN :-Chan 95 N38°04.48′-W121°00.23′ L-2-3, H-3 **BEBOP** R-464 N37°00.00' W125°00.07' OAKLAND 116.8 OAK ... MANTECA **HADLY** Chan 115 116.0 ECA :---N37° 24.16′ N37°43.56′-W122°13.42 W122°34.54' L-2-3, H-3 Chan 107 NOTE: Chart not to scale. 1 - 2 - 3N37°50.02′ W121°10.28′ NOTE: DME required. L-2-3, H-3 WOODSIDE NOTE: Rwys 27L/R: a minimum climb of 375' per NM to 113.9 OSI ::: 2000' is required. Chan 86 Rwy 29: a minimum climb of 230' per NM to 2000' N37°23.55′-W122°16.88′ is required. L-2-3, H-3 NOTE: Use the SILENT DEPARTURE during the time periods of 2200-0700 local in lieu of the OAKLAND DEPARTURE. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 27L/R and 29: Climb via runway heading or as assigned for vector to assigned route/fix. Cross 4 miles northwest of OAK VORTAC at or below 2000', maintain assigned altitude. Expect clearance to filed altitude ten minutes after departure. LOST COMMUNICATIONS: If not in contact with departure control after reaching 3000', continue climb to assigned altitude and proceed direct to assigned route/fix.

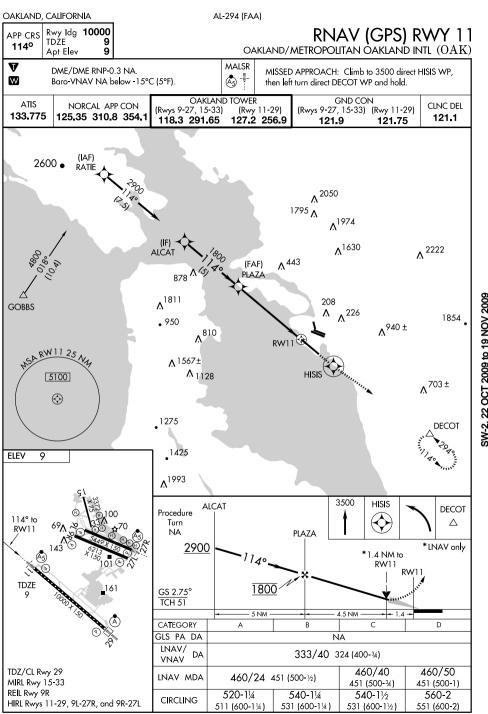
SW-2 22 OCT 2009 to 19 NOV 2009

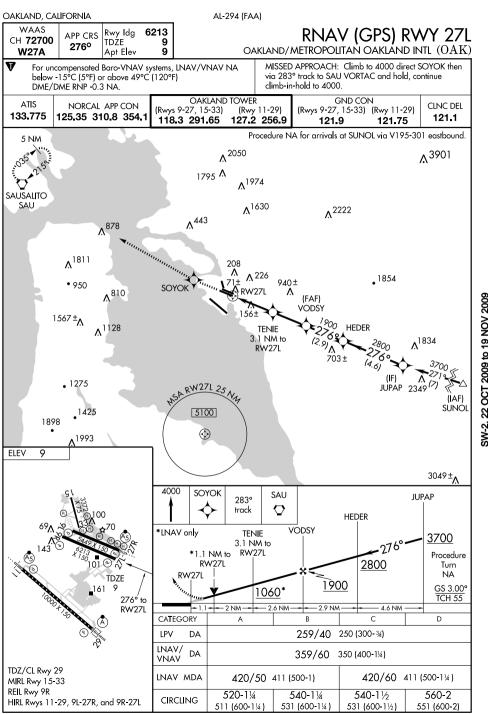


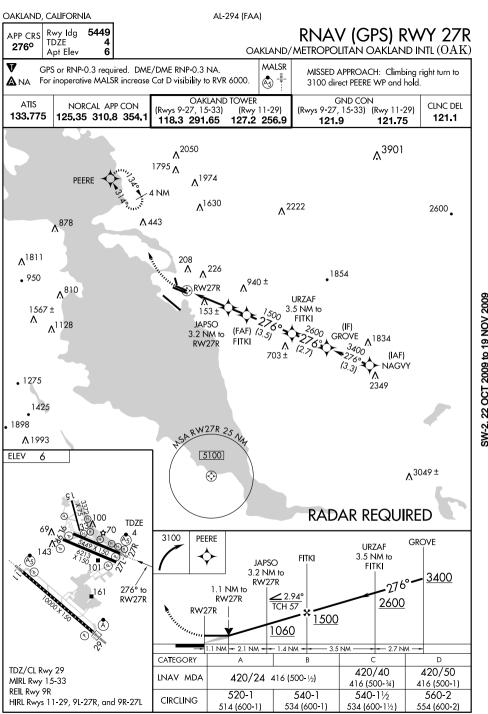


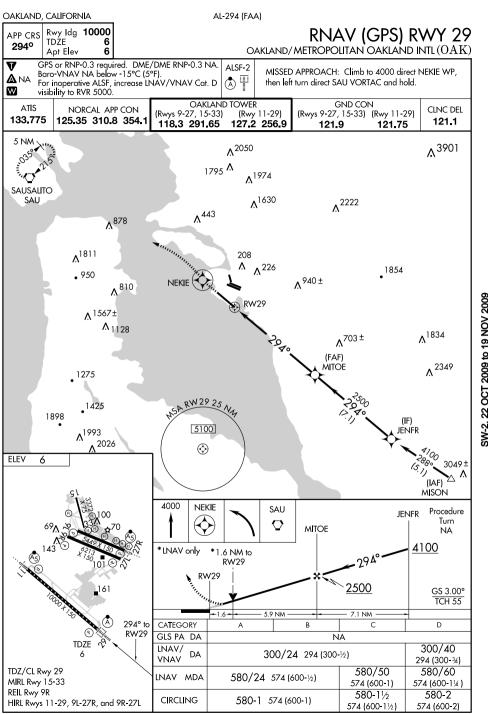


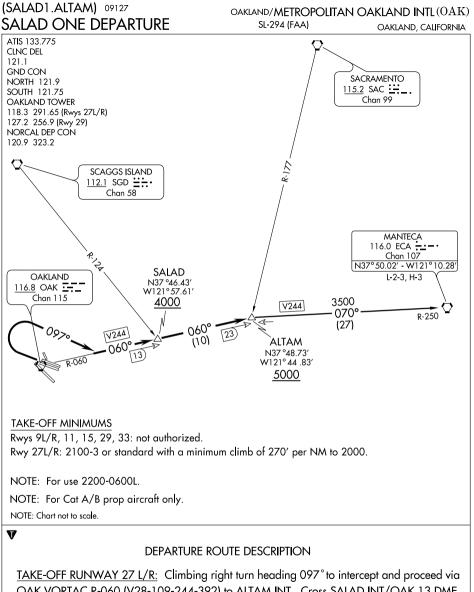








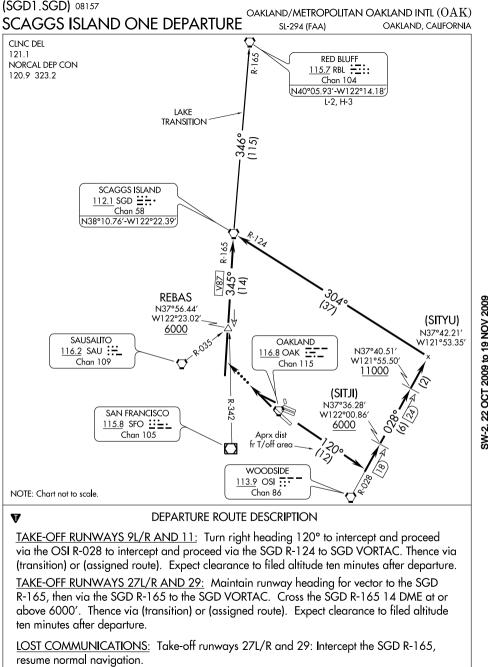




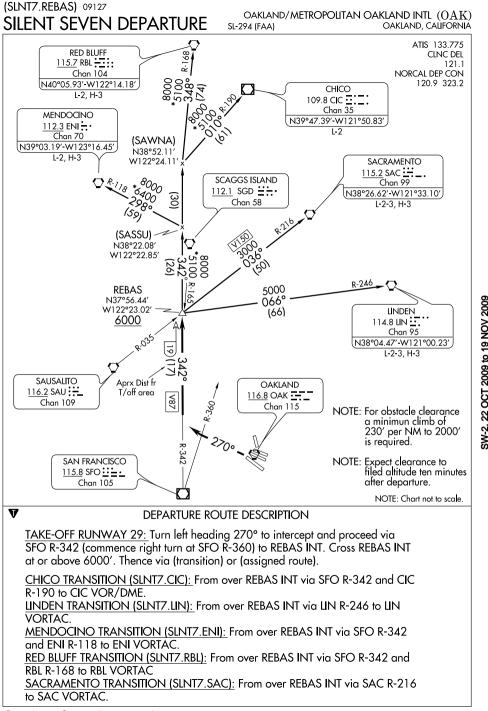
22 OCT 2009 to 19 NOV 2009

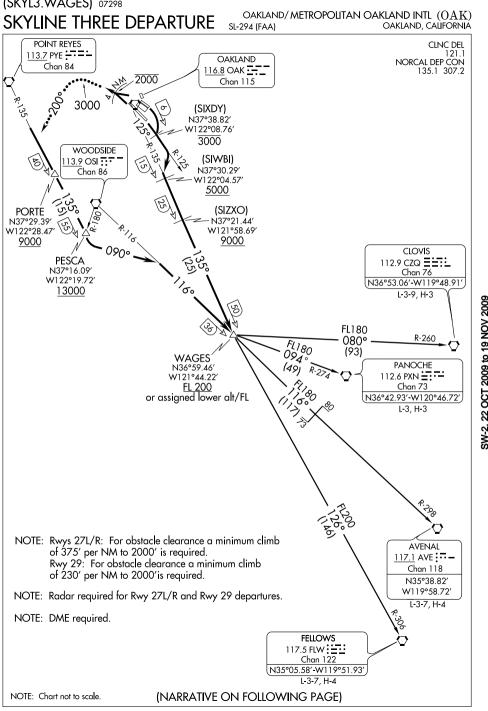
OAK VORTAC R-060 (V28-109-244-392) to ALTAM INT. Cross SALAD INT/OAK 13 DME at or above 4000, cross ALTAM INT/OAK 23 DME at or above 5000. Then via transition or assigned route. Expect clearance to filed altitude 10 minutes after departure.

MANTECA TRANSITION (SALAD1.ECA): From over ALTAM INT via ECA R-250 to ECA VORTAC.



LAKE TRANSITION (SGD1.RBL): From over SGD VORTAC via SGD R-346 and RBI R-165 to RBI VORTAC





(SKYLINE THREE DEPARTURE

OAKLAND/METROPOLITAN OAKLAND INTL (OAK) SI-294 (FAA) OAKLAND, CALIFORNIA

SW-2 22 OCT 2009 to 19 NOV 2009



## DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 9L/R: Turn right to intercept and proceed via the OAK

R-125, cross the OAK R-125/6 DME fix at or below 3000'; then turn right to intercept and proceed via the OAK R-135 to WAGES INT. Cross the OAK R-135/15 DME fix at or above 5000'. Cross the OAK R-135/25 DME fix at or above 9000'. Thence....

TAKE-OFF RUNWAY 11: Maintain runway heading to intercept and proceed via the OAK R-125, cross the OAK R-125/6 DME fix at or below 3000'; then turn right to intercept and proceed via the OAK R-135 to WAGES INT. Cross the OAK R-135/15 DME fix at or above 5000'. Cross the OAK R-135/25 DME fix at or above 9000'. Thence....

TAKE-OFF RUNWAYS 27L/R and 29: Maintain runway heading for vector to the PYE R-135, then via the PYE R-135 to PESCA INT. Cross a point 4 miles northwest of OAK VORTAC at or below 2000'. Cross PORTE DME FIX at or above 9000' and PESCA INT at or above 13000'. Then turn left heading 090° to intercept and proceed via the OSI R-116 to WAGES INT. Thence....

....via (transition) or (assigned route). Expect further clearance to filed altitude 10 minutes after departure. Cross WAGES INT at or above FL200 or assigned lower altitude or flight level.

LOST COMMUNICATIONS:
Take-off runways 27L/R and 29: After reaching 3000', turn left heading 200°,

intercept and proceed via the PYE R-135. Resume your own navigation.

AVENAL TRANSITION (SKYL3.AVE): From over WAGES INT via OSI R-116 and AVE

R-298 to AVE VORTAC.

CLOVIS TRANSITION (SKYL3.CZQ): From over WAGES INT via CZQ R-260 to CZQ VORTAC.

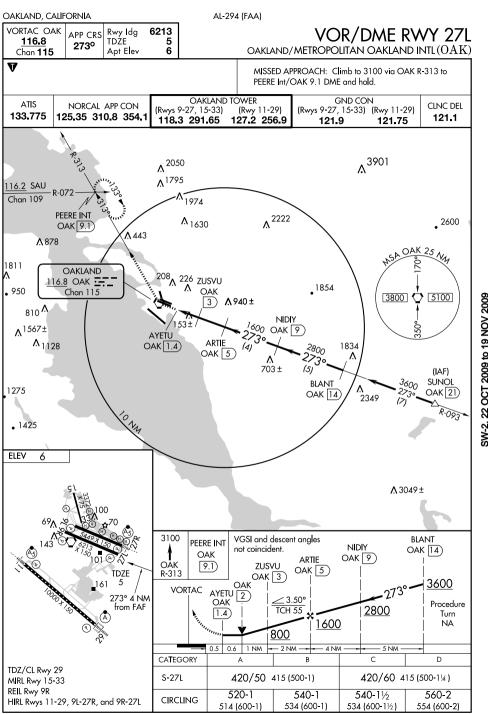
FELLOWS TRANSITION (SKYL3.FLW): From over WAGES INT via FLW R-306 to FLW

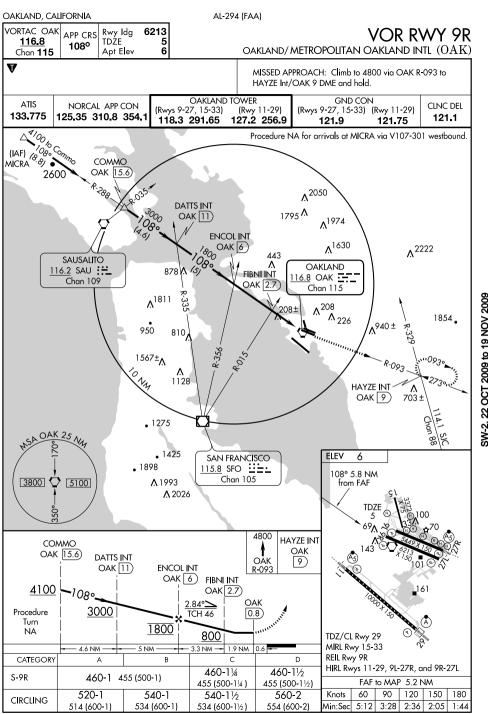
VORTAC.

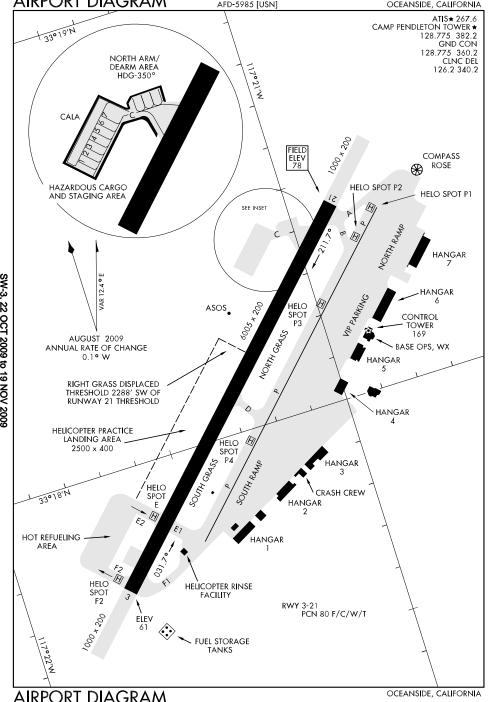
PANOCHE TRANSITION (SKYL3.PLW): From over WAGES INT via PLW R-306 to FLW VORTAC.

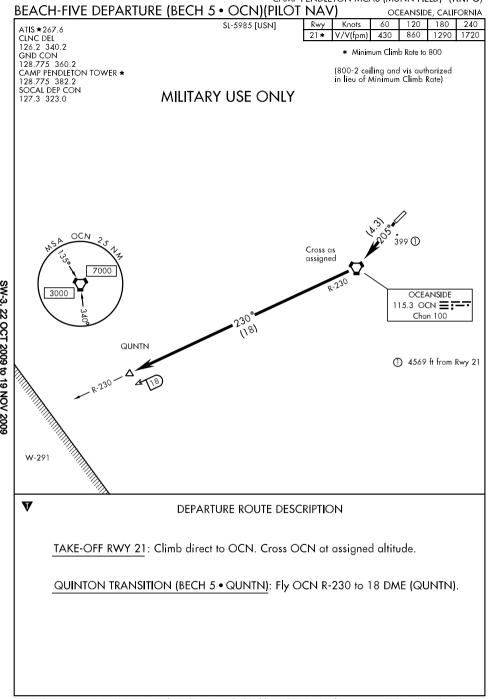
PANOCHE TRANSITON (SKYL3.PXN): From over WAGES INT via PXN R-274 to PXN

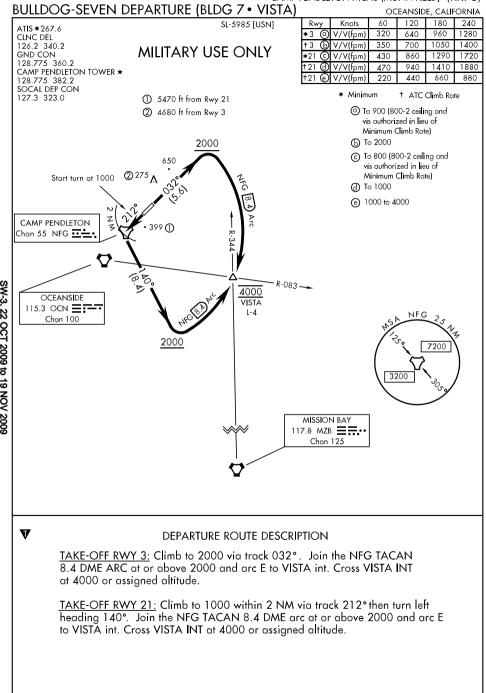
VORTAC.

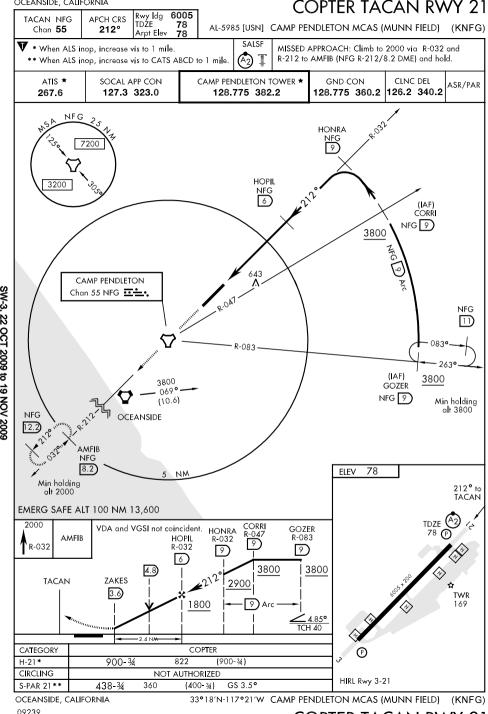


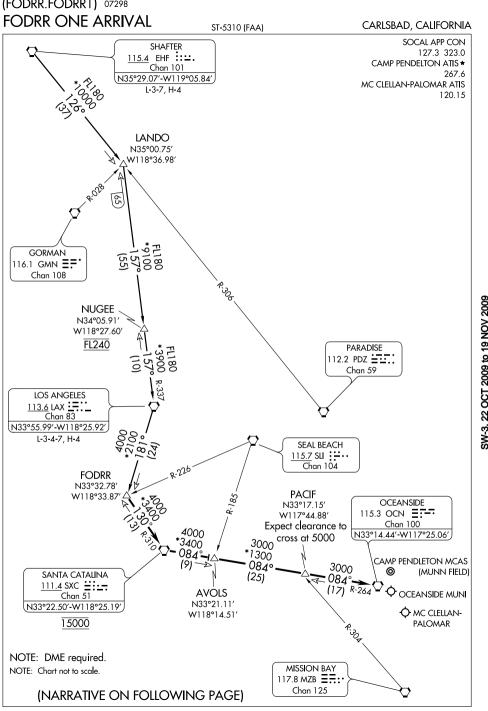




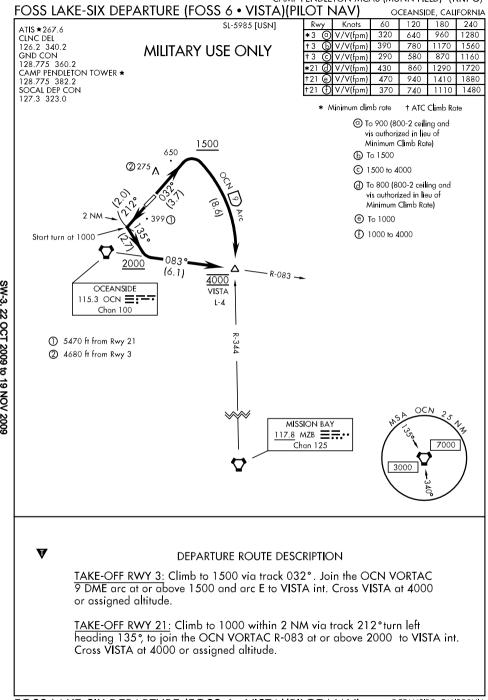






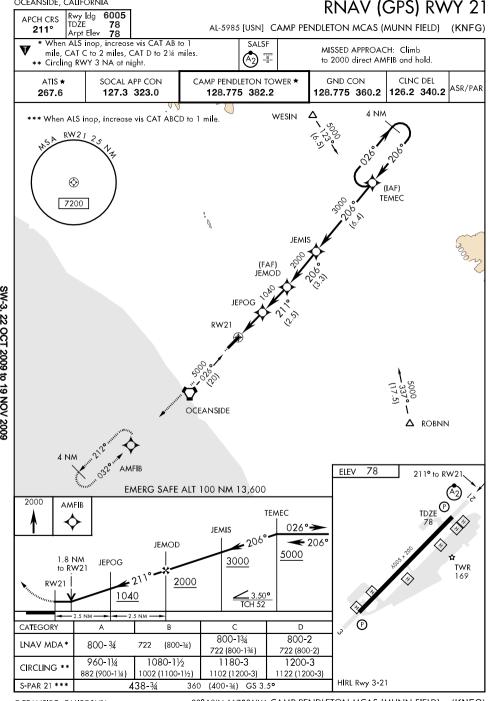


(FODRR.FODRR1) 07298 FODRR ONF ARRIVAL CARLSBAD, CALIFORNIA ST-5310 (FAA) ARRIVAL ROUTE DESCRIPTION LOS ANGELES TRANSITION (LAX.FODRR1): From over LAX VORTAC via LAX R-181 to FODRR INT/DME FIX. Thence.... SHAFTER TRANSITION (EHF.FODRR1): From over EHF VORTAC via EHF R-126 and LAX R-337 to LAX VORTAC, then via LAX R-181 to FODRR INT/DME FIX. Thence.... ....From over FODRR INT/DME FIX via SXC R-310 to SXC VORTAC, cross SXC VORTAC at 15000, then via SXC R-084 to AVOLS INT/DME FIX, then via SXC R-084 and OCN R-264 to PACIF INT/DME FIX, then via OCN R-264 to OCN VORTAC. Thence.... ....LANDING CARLSBAD/MC CLELLAN-PALOMAR: From over OCN VORTAC expect the ILS or LOC RWY 24 approach. SW-3, 22 OCT 2009 to 19 NOV 2009 ....LANDING CAMP PENDLETON MCAS (MUNN FIELD): From over OCN VORTAC expect the VOR/DME or TACAN RWY 21 approach. ....LANDING OCEANSIDE MUNI: From over OCN VORTAC expect the VOR-A approach.

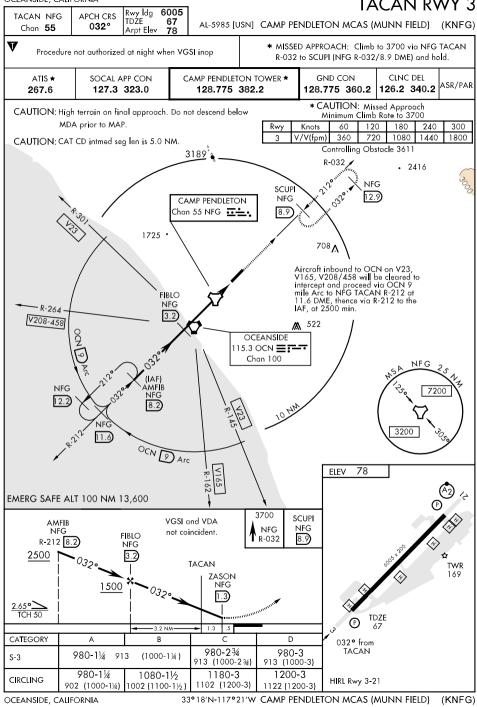


† Copter: At CORRI, proceed with COPTER TACAN RWY 21.

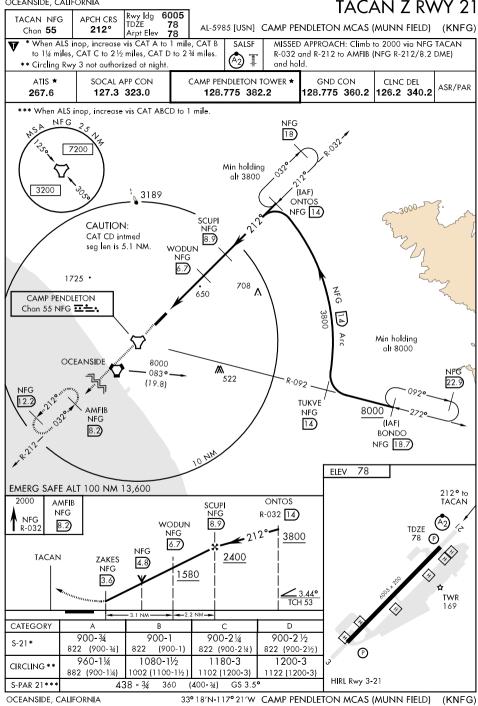
SW-3, 22 OCT 2009 to 19 NOV 2009



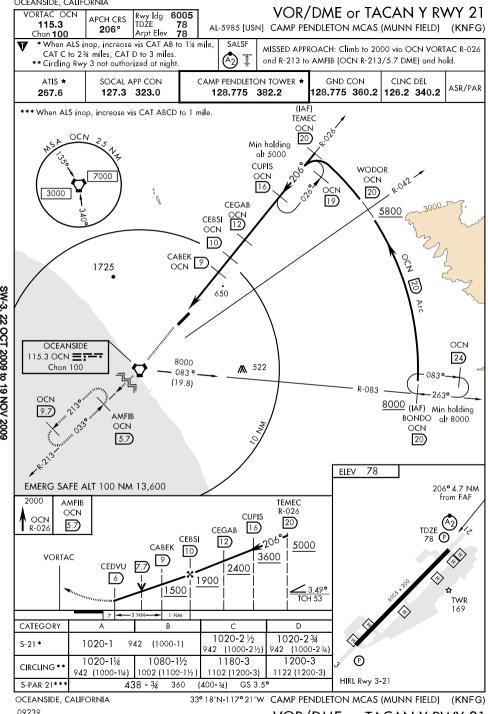
OCEANSIDE, CALIFORNIA

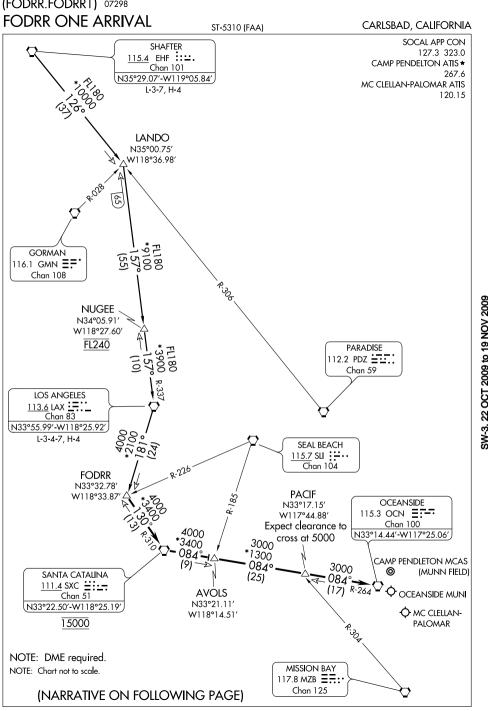


SW-3, 22 OCT 2009 to 19 NOV 2009

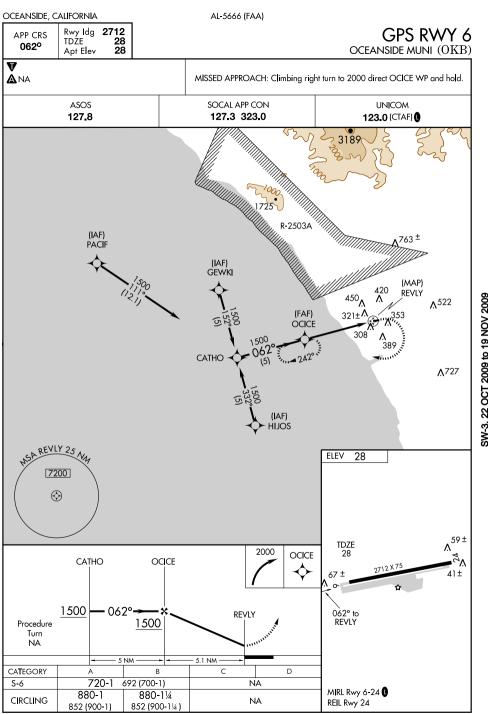


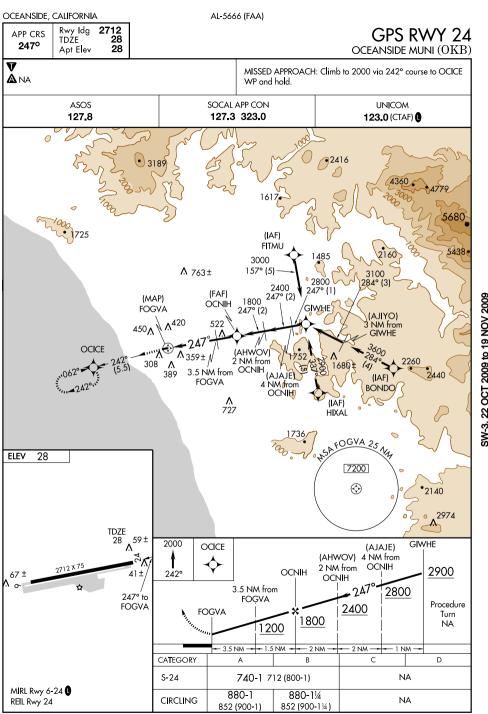
SW-3, 22 OCT 2009 to 19 NOV 2009

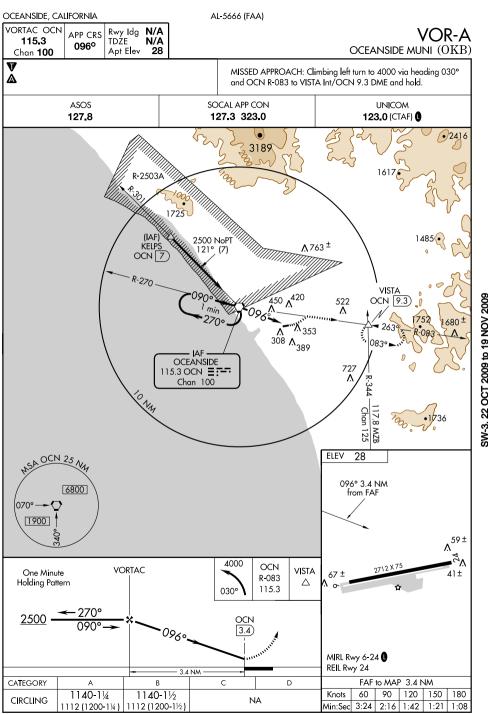


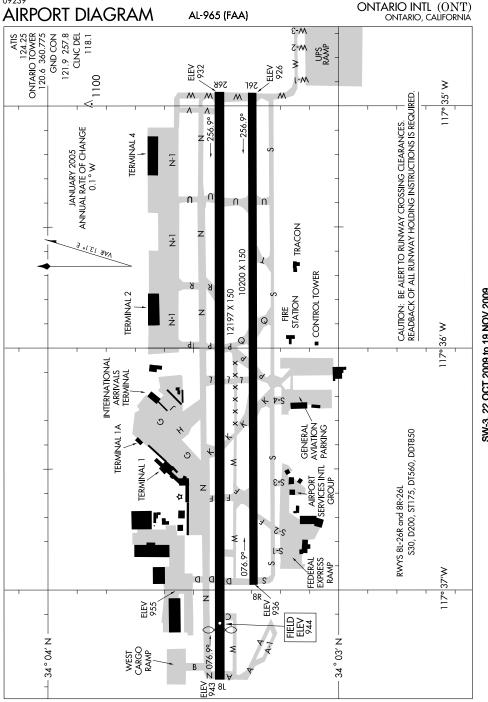


(FODRR.FODRR1) 07298 FODRR ONF ARRIVAL CARLSBAD, CALIFORNIA ST-5310 (FAA) ARRIVAL ROUTE DESCRIPTION LOS ANGELES TRANSITION (LAX.FODRR1): From over LAX VORTAC via LAX R-181 to FODRR INT/DME FIX. Thence.... SHAFTER TRANSITION (EHF.FODRR1): From over EHF VORTAC via EHF R-126 and LAX R-337 to LAX VORTAC, then via LAX R-181 to FODRR INT/DME FIX. Thence.... ....From over FODRR INT/DME FIX via SXC R-310 to SXC VORTAC, cross SXC VORTAC at 15000, then via SXC R-084 to AVOLS INT/DME FIX, then via SXC R-084 and OCN R-264 to PACIF INT/DME FIX, then via OCN R-264 to OCN VORTAC. Thence.... ....LANDING CARLSBAD/MC CLELLAN-PALOMAR: From over OCN VORTAC expect the ILS or LOC RWY 24 approach. SW-3, 22 OCT 2009 to 19 NOV 2009 ....LANDING CAMP PENDLETON MCAS (MUNN FIELD): From over OCN VORTAC expect the VOR/DME or TACAN RWY 21 approach. ....LANDING OCEANSIDE MUNI: From over OCN VORTAC expect the VOR-A approach.









(HASSA4.POM) 08157 ONTARIO INTL (ONT) HASSA FOUR DEPARTURE SL-965 (FAA) ONTARIO, CALIFORNIÁ ATIS 124.25 CLNC DEL 118.1 SOCAL DEP CON 125.5 349.0 8.221 DAGGETT 113.2 DAG ..... PALMDALE 114.5 PMD Chan 79 N34°57.75′-W116°34.69′ Chan 92 L-7, H-4 N34°37.88′-W118°03.83′ L-3-4-7, H-4 NOTE: Take off Rwys 8L/R requires a minimum climb of TIMMF 350' per NM to 9000. N34°21.36′ W117°55.53′ NOTE: Take off Rwys 26L/R requires a minimum climb of 375' per NM to 9000. 11.000 (Daggett Transition) NOTE: Rwys 8L/R, RADAR required. **HASSA** N34°12.05′ LOS ANGELES W117°50.88′ 113.6 LAX 🔙 🖰 Chan 83 R.OAb 9000 255° **POMONA** (9)†110.4 POM ==== Chan 41 255° N34°04.70′-W117°47.22′ (16)†† Aprx dist fr T/off area to POM VORTAC NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 8L/R: Turn right heading 255° to intercept and proceed via POM R-143 to POM VORTAC. Thence....

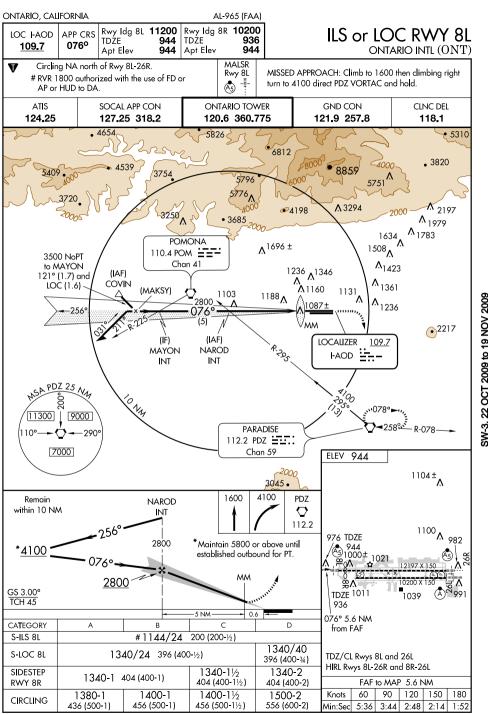
TAKE-OFF RUNWAYS 26L/R: Fly heading 255° to intercept and proceed via POM R-143 to POM VORTAC. Thence....

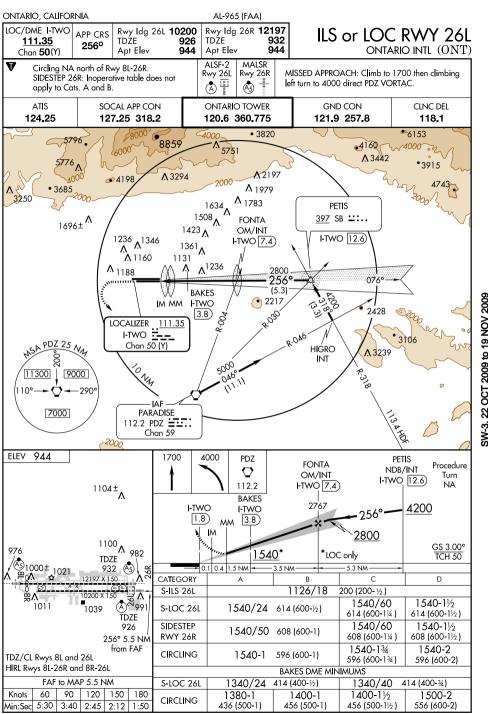
....via (transition) or (assigned route). Cross POM VORTAC at or below 90001

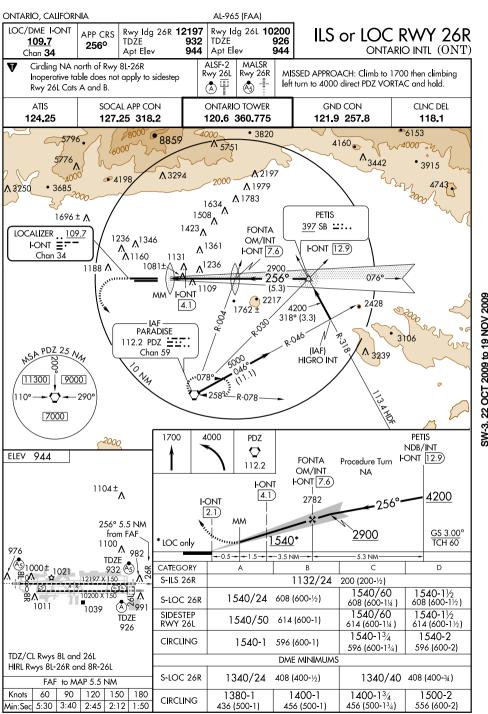
Expect filed altitude 10 minutes after departure.

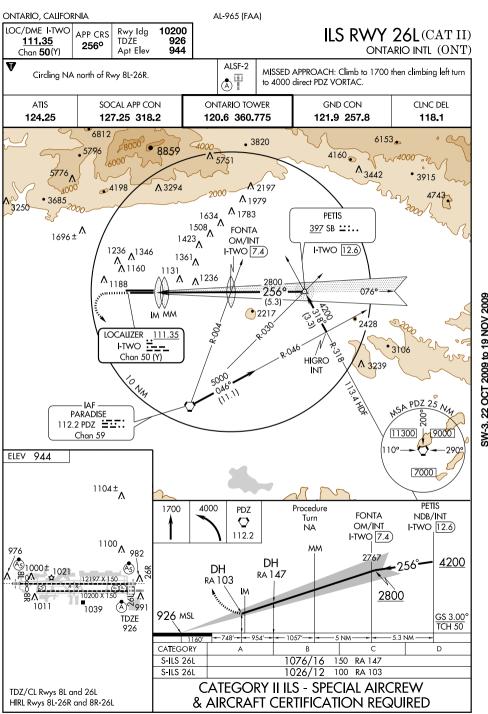
DAGGETT TRANSITION (HASSA4.DAG): From over POM VORTAC via POM R-323 and DAG R-227 to DAG VORTAC.

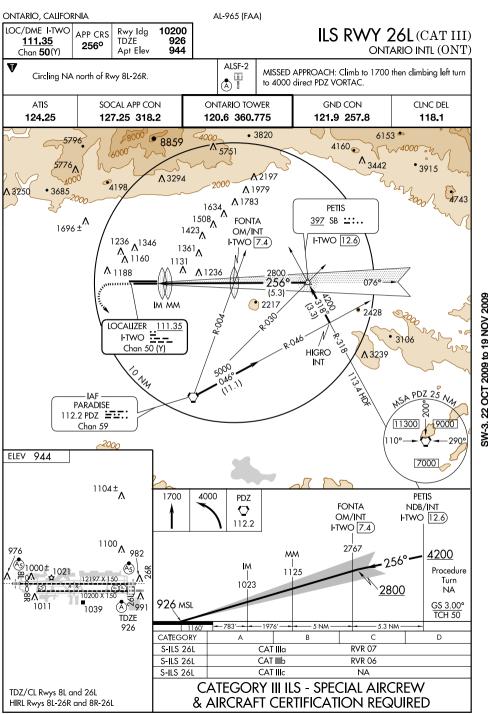
PALMDALE TRANSITION (HASSA4.PMD): From over PMD VORTAC via POM R-323 and PMD R-142 to PMD VORTAC.

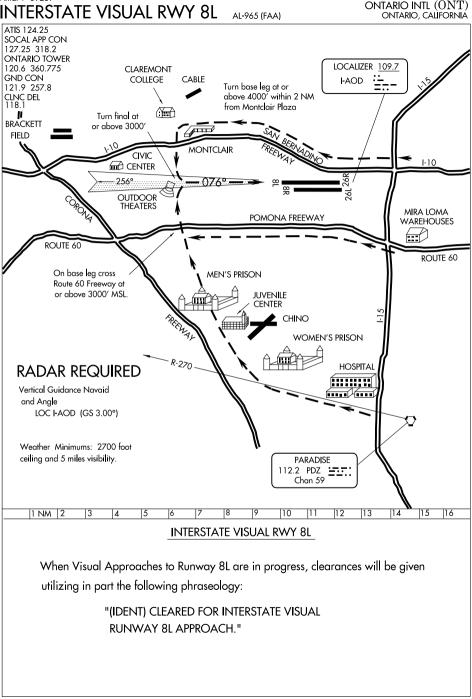








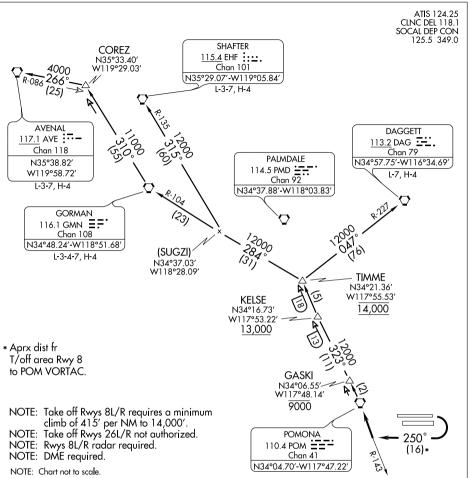




(ON12.POM) 09127 ONTARIO INTL (ONT) ONTARIO TWO DEPARTURE SL-965 (FAA)

ONTARIO, CALIFORNIÁ

SW-3 22 OCT 2009 to 19 NOV 2009

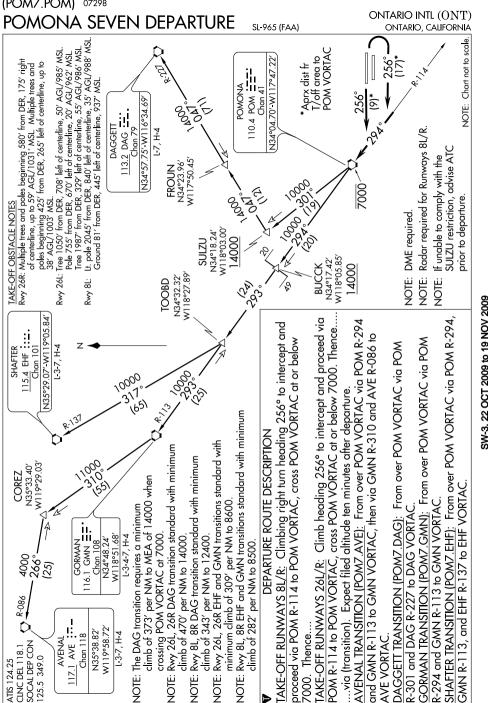


V

## DEPARTURE ROUTE DESCRIPTION

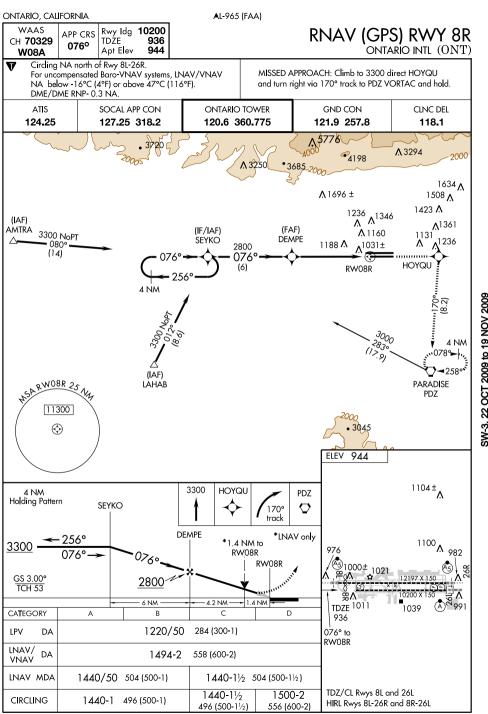
TAKE-OFF RUNWAYS 8L/R: Turn right heading 250° to intercept and proceed via POM R-143 to POM VORTAC. Cross GASKI at or below 9000, cross KELSE at or above 13,000, cross TIMME at 14,000. Then via (transition) or (assigned route). Expect clearance to filed altitude 10 minutes after departure. **AVENAL TRANSITION (ONT2.AVE):** 

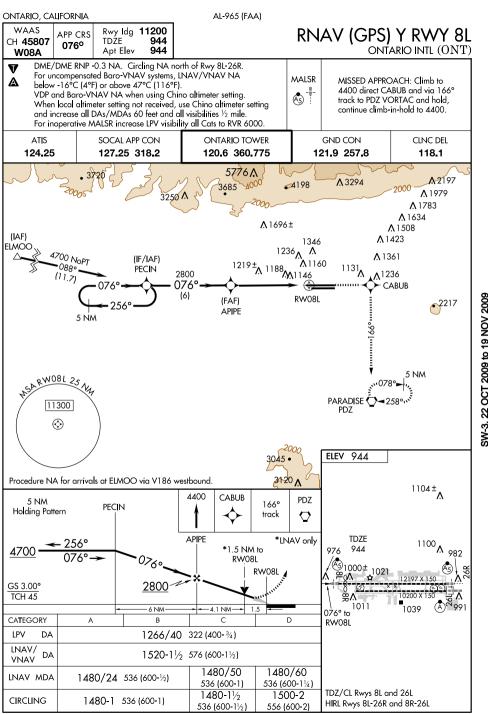
DAGGETT TRANSITION (ONT2.DAG): GORMAN TRANSITION (ONT2.GMN): SHAFTER TRANSITION (ONT2.EHF):

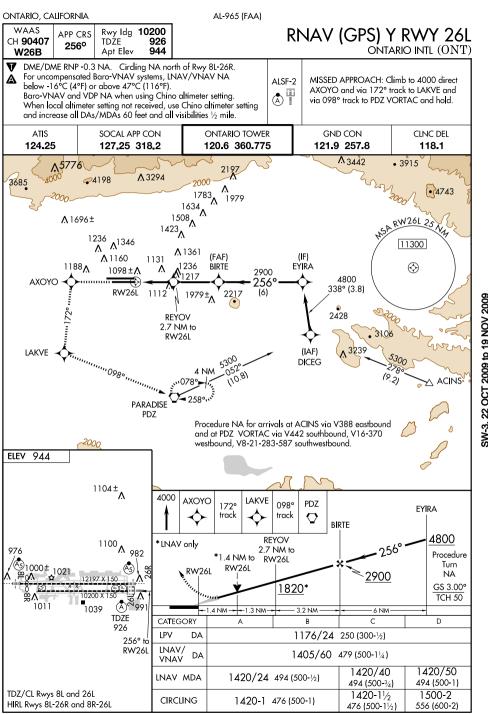


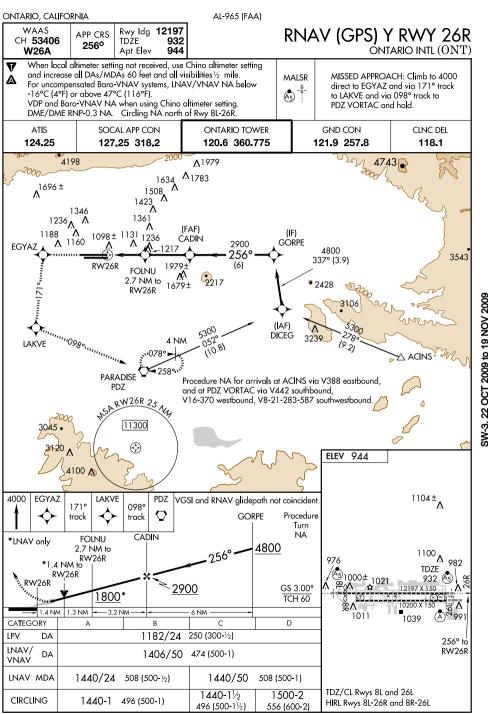
(PRDO7.PDZ) 09239 ONTARIO INTL (ONT) PRADO SEVEN DEPARTURE SL-965 (FAA) ONTARIO, CALIFORNIA ATIS 124.25 PARADISE CLNC DEL 118.1 112.2 PDZ = ---GND CON Chan 59 121.9 257.8 N33°55.10′ - W117°31.80′ ONTARIO TOWER 120.6 360.775 SOCAL DEP CON 135.4 377.125 WFRIF 4000 √33°52.64′ W117°29.73′ HOMELAND 9000 2700 113.4 HDF ∷:: 4500 ARNFF N33°49.55′ W117°27.14′ 11000 **HEMET** 1 NM N33° 41.43′ R-250 N 33°46.48' W117°12.31' W116°52.74 R-240 Parachute jumping all hours, 14000' and below. R-080 36 11000 080° V64 J78-134-169 SEAL BEACH (61)NIKKL 59 R-263 115.7 SLI : ... N33° 43.85' Chan 104 W117°22.38′ \*6000 THERMAL 116.2 TRM •-\* THERMAL TRANSITION only Chan 109 **JUMPA** N33°37.69' - W116°09.61' N33° 37.03′ W117°16.69' L-4. H-4 Parachute jumping all TAKE-OFF MINIMUMS hours, 14000' and below. Rwy 26L/R: Standard. **SEPEE** Rwy 8L/R: 1000-2 or standard with minimum climb of N33° 23.86' 220' per NM to 2200, ATC climb of 309' per NM to 4500. W117°05.76′ NOTE: Rwy 26L/R DME Required. 5500 175° (37) NOTE: Rwy 8L/R Terrain, 5.45 NM from departure end of rwy, 1.5 NM right of centerline, 1762' MSL. JULIAN 114.0 JU :---Chan 87 MISSION BAY DEPARTURE OBSTACLES 117.8 MZB = ... Rwy 8L/R 1762' MSL Terrain Chan 125 N33°46.93' - W117°13.52' L-4, H-4 NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RWY 8L/R: Climbing right turn direct PDZ VORTAC. Thence... TAKE-OFF RWY 26L/R: Climbing left turn direct PDZ VORTAC, cross 6 DME northwest of PDZ VORTAC at or below 4000'. Thence... ...via (assigned transition) or (assigned route). Cross PDZ VORTAC at or above 2700'. expect filed altitude ten minutes after departure. MISSION BAY TRANSITION (PRDO7.MZB): From over PDZ VORTAC via PDZ R-130 and MZB R-355 to MZB VORTAC. THERMAL TRANSITION (PRDO7.TRM): From over PDZ VORTAC via PDZ R-130, SLI R-080 and TRM R-263 to TRM VORTAC

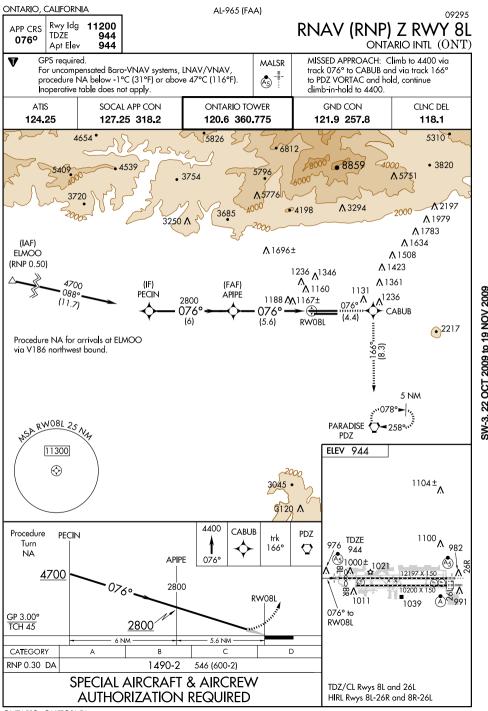
SW-3 22 OCT 2009 to 19 NOV 2009

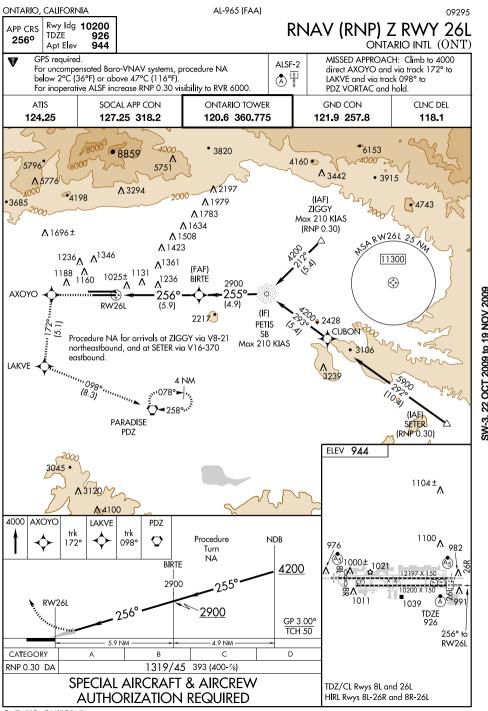


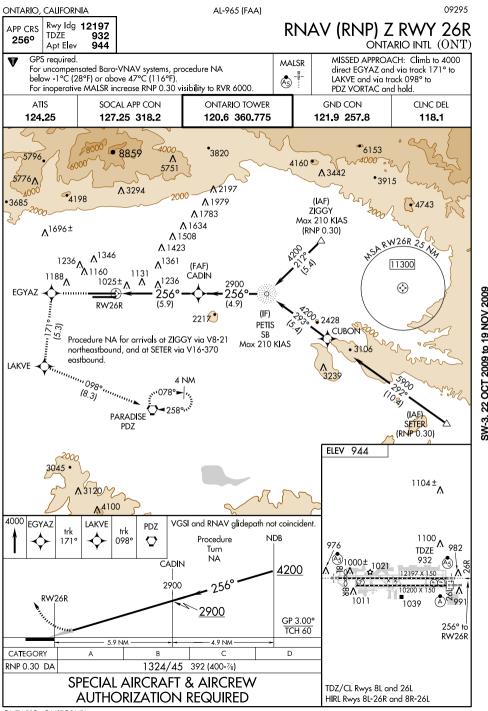


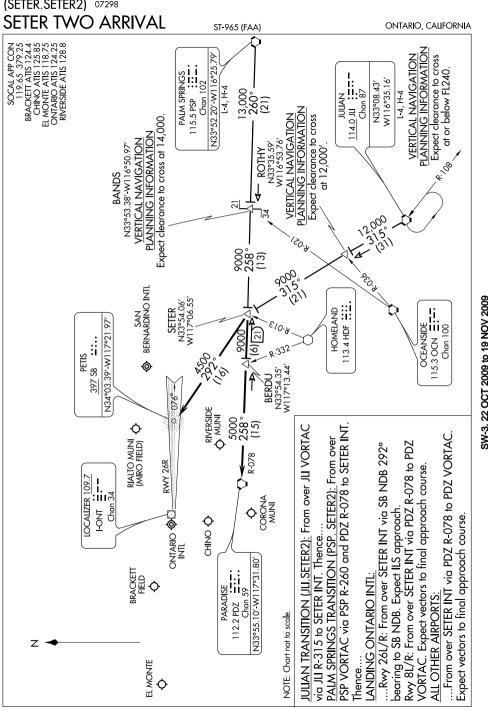


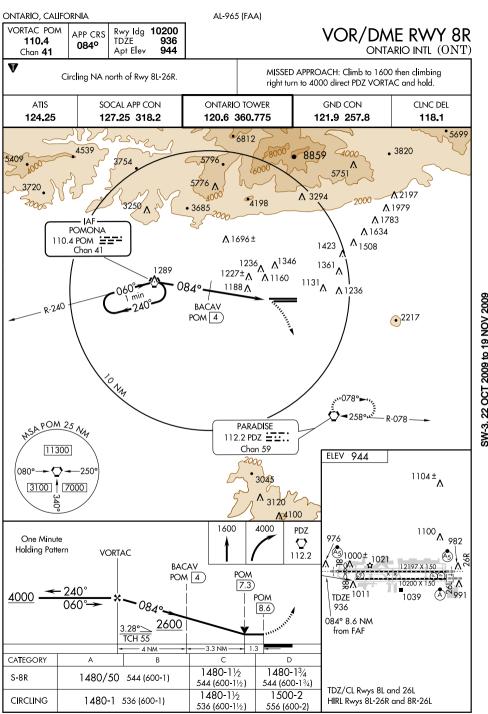


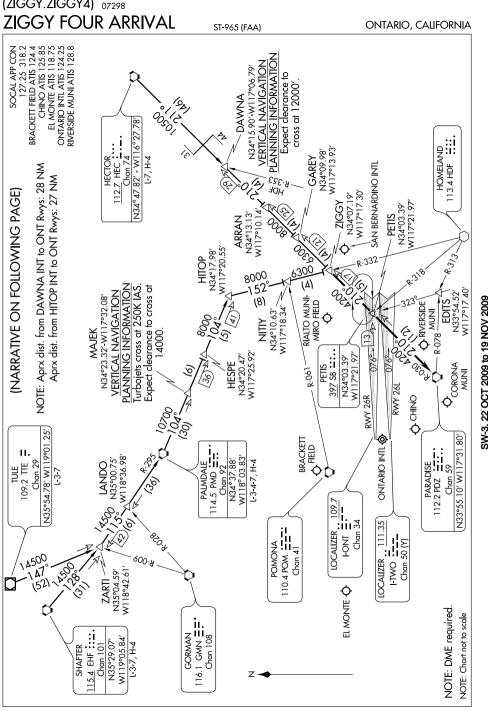












(ZIGGY.ZIGGY4) 06159 ZIGGY FOUR ARRIVAL

ST-965 (FAA)

ONTARIO, CALIFORNIA

## ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.ZIGGY4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to ZIGGY INT. Thence . . . .

PALMDALE TRANSITION (PMD.ZIGGY4): From over PMD VORTAC via PMD

R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . . SHAFTER TRANSITION (EHF.ZIGGY4): From over EHF VORTAC via EHF R-128 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

TULE TRANSITION (TTE.ZIGGY4): From over TTE VOR/DME via TTE R-147 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to 7IGGY INT. Theorem

R-332 to ZIGGY INT. Thence . . . .

## LANDING ONTARIO INTL:

.... RWY 8L/R: From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.

. . . . RWY 26 L/R: From over ZIGGY INT via direct PETIS NDB or PDZ R-030 to PETIS INT; expect radar vectors for ILS approach.

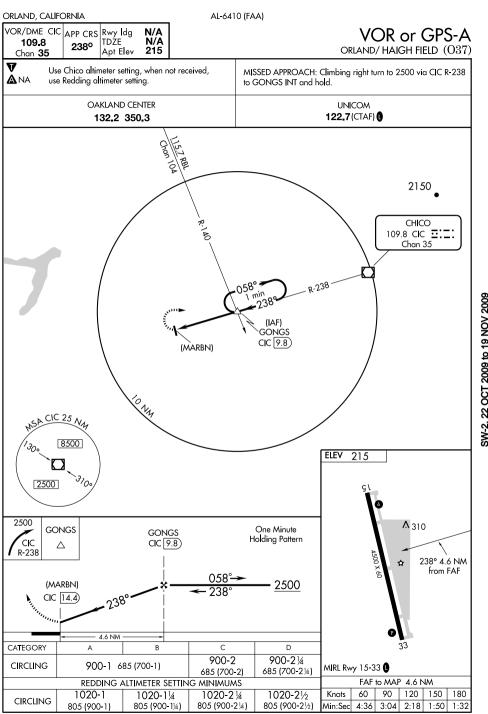
## ALL OTHER AIRPORTS:

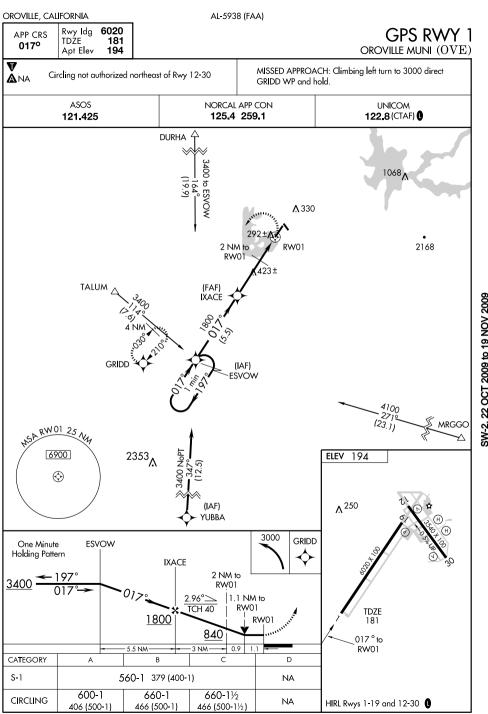
.... From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course

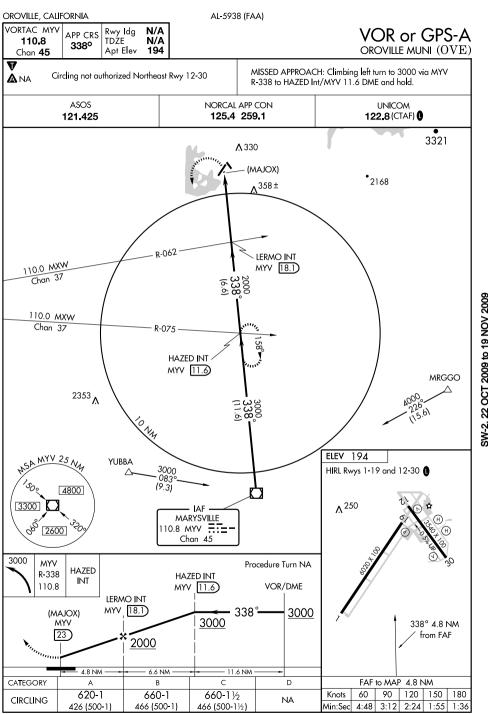
to final approach course.

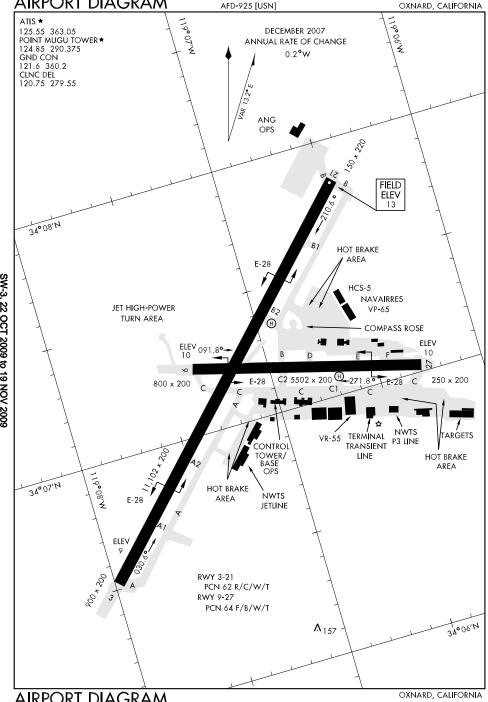
<u>LOST COMMUNICATIONS:</u> For Rialto, California, NDB-A approach, proceed from PDZ VORTAC via PDZ R-078 to EDITS INT, maintain 4200'.

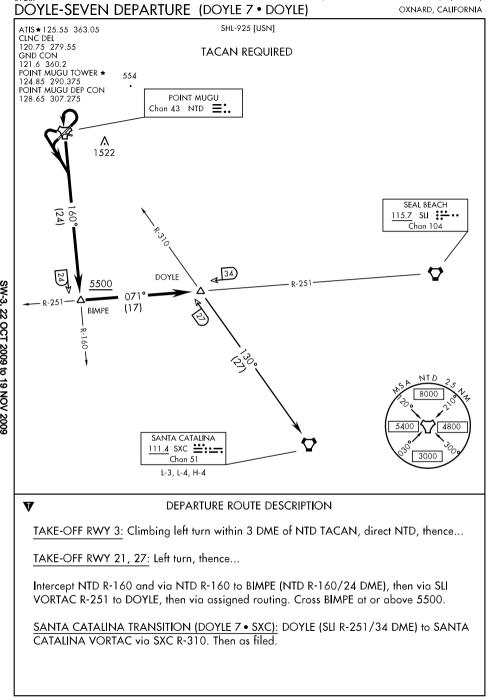
SW-3, 22 OCT 2009 to 19 NOV 2009







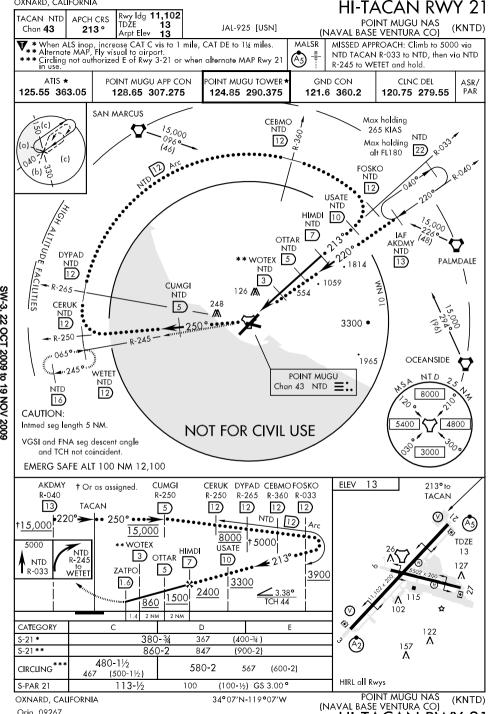


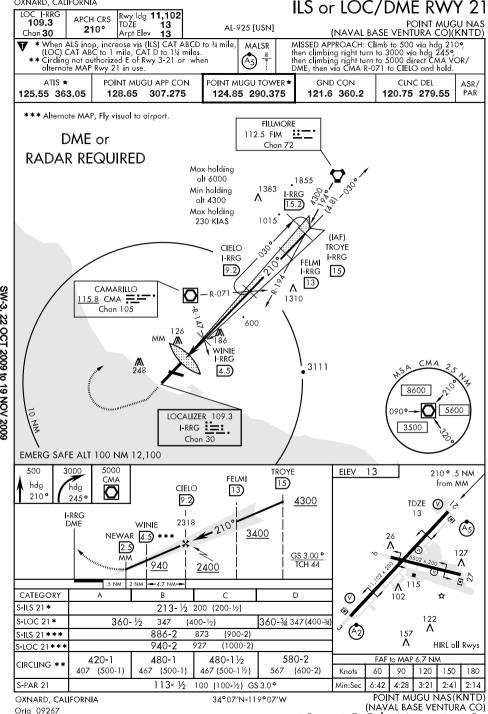


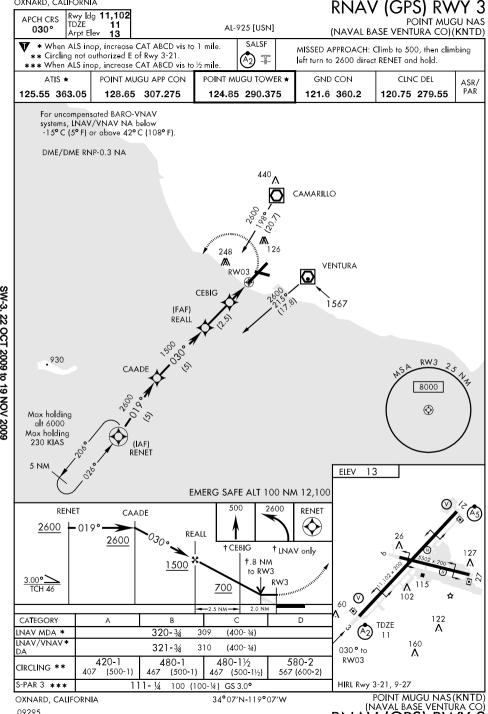
TAKE-OFF RWY 21, 27: Left turn, thence...

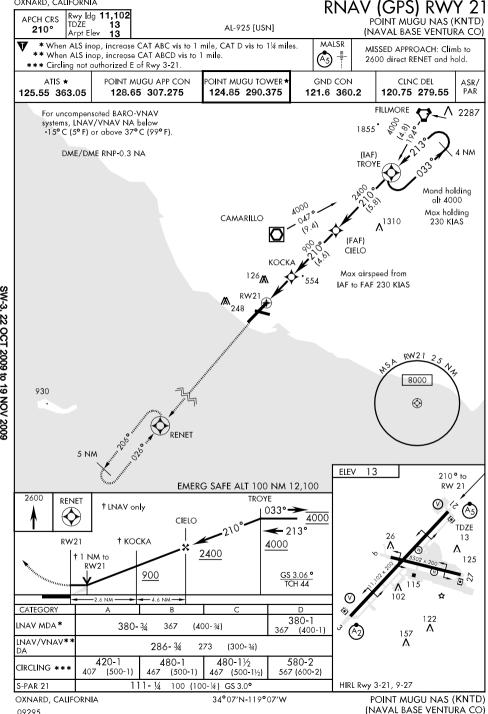
SW-3, 22 OCT 2009 to 19 NOV 2009

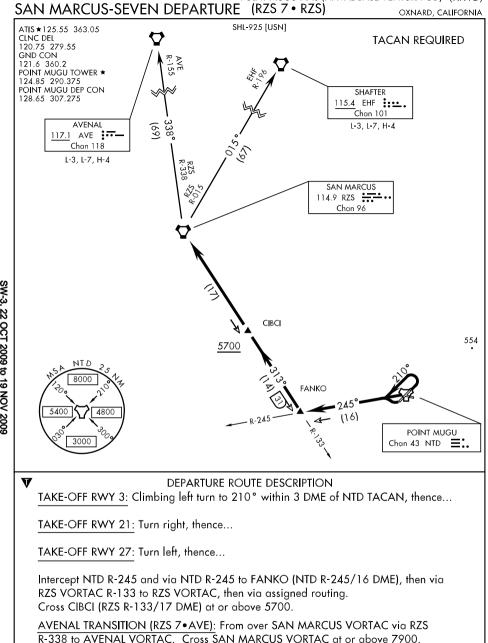
Intercept FIM VORTAC R-205 to COXED (FIM R-205/24 DME), arc SW of FIM to FIKMU (FIM R-215/24 DME) via FIM 24 mile arc, then via FIM R-215 to FIM, then via assigned routing.







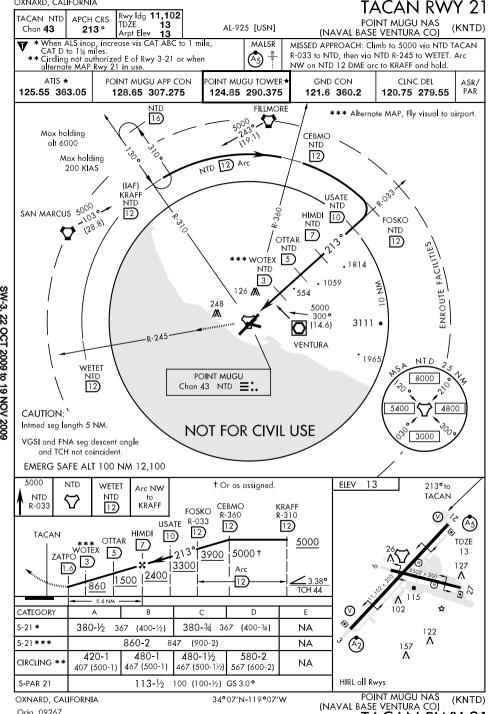


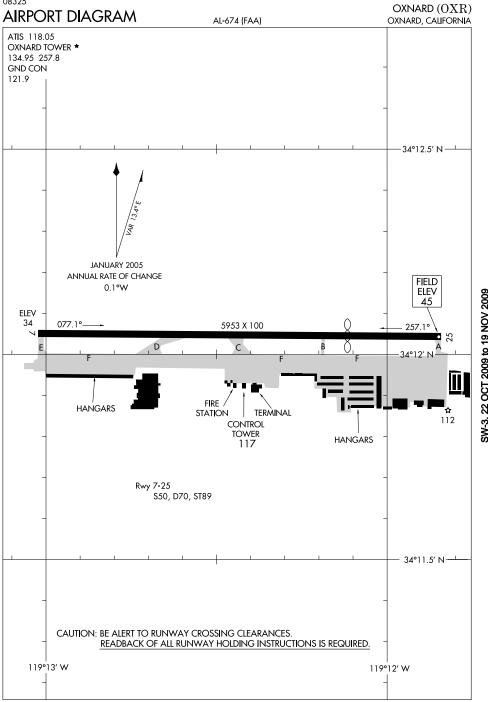


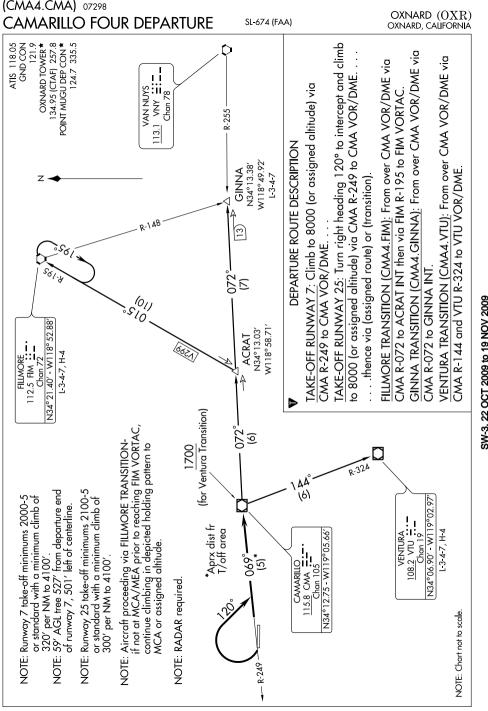
SHAFTER TRANSITION (RZS 7•EHF): From over SAN MARCUS VORTAC via RZS R-015 to SHAFTER VORTAC. Cross SAN MARCUS VORTAC at or above 8900.

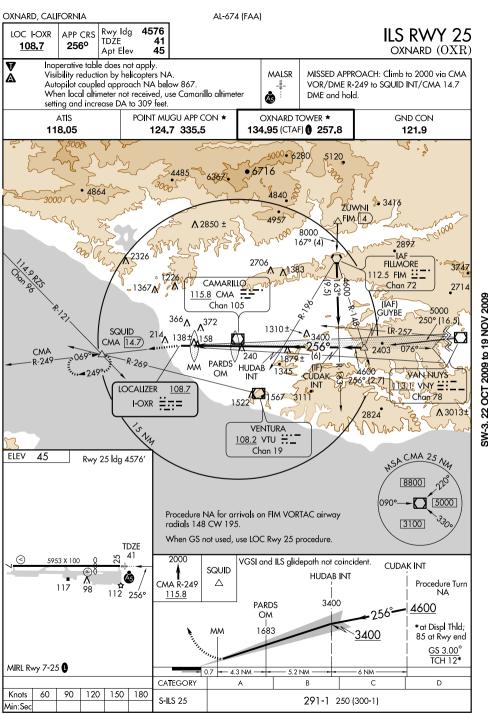
OXNARD, CALIFORNIA TACAN or VOR/DME RWY 3 VORTAC FIM Rwy ldg 11,102 APCH CRS 112.5 TDŹE 11 025° POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD) AL-925 [USN] Chan **72** Arpt Elev MISSED APPROACH: Climbing left turn to 2600.
Intercept the FIM VORTAC R-21.5, then via FIM R-21.5 to FEXED, Arc SW of FIM via the 34 DME arc to RENET \* When ALS inop, increase vis CAT AB to 1 mile, CAT CD SALSE to 11/4 miles, CAT E to 11/2 miles; PAR to 1/2 mile. \*\* Circling not authorized E of Rwy 3-21 ATIS ★ POINT MUGU APP CON POINT MUGU TOWER GND CON CLNC DEL ASR/ 125.55 363.05 128.65 307.275 124.85 290.375 121 6 360 2 120.75 279.55 PAR ENROUTE FACILI FILLMORE 112.5 FIM :: Chan 72 ERAME 12 FIM 21.5 3111 (IAF) FEXED 2600 COXED FIM FIM 34 CAADE 24) 4.2) FIM 29 (IAF) 9200 FIM RENET 2600 2900 40 354 FIM 2910 (41.8) (55.9) 34) 2600 8600 6800 Max holding SANTA SAN NICOLAS CATALINA 30 alt 6000 ISLAND 4300 Max holding 230 KIAS CAUTION: Intmed seg length 5 NM **ELEV** 13 囫 ح/ EMERG SAFE ALT 100 NM 12,100  $(A_5)$ 2600 FEXED Arc SW 26 FIM RENET CAADE RENET 34) 127 R-215 29 34) COXED ۸ **ERAME** 24 21.5 VORTAC 0 025° 2600 2600 CABIM 102 20.2 1500 3.01° 122 TDZE 640 TCH 46  $A_2$ 157 2.5 NM 1.3 ۸ 025° from В CATEGORY C FAF 420-11/4 (500-34) S-3 \* 420-3/4 409 420-1 409 (500-1)HIRL all Rwys 409 (500-11/4 FAF to MAP 3.8 NM 420-1 480-1 480-11/2 580-2 CIRCLING \*\* NA 120 150 180 407 (500-1) 467 (500-1) 567 (600-2) Knots 467 (500-11/2) 111-1/4 (100-1/4) GS 3.00° Min:Sec 3:48 2:32 1:54 1:31 S-PAR 3 \* 100 OXNARD, CALIFORNIA POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD) 34°07′N-119°07′W Orio 00267

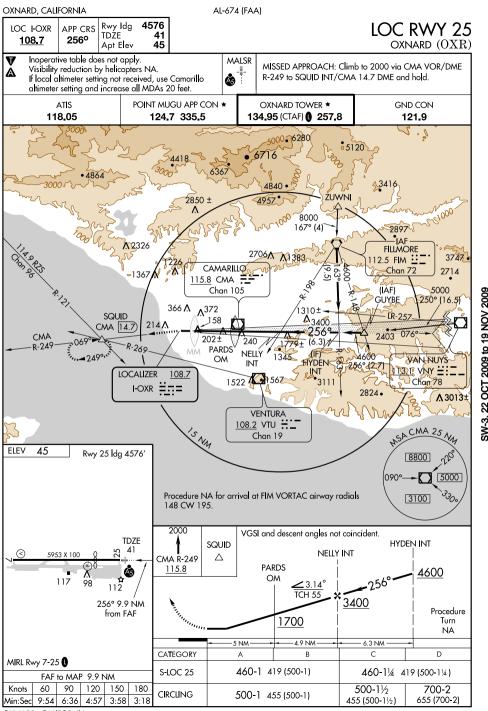
SW-3, 22 OCT 2009 to 19 NOV 2009

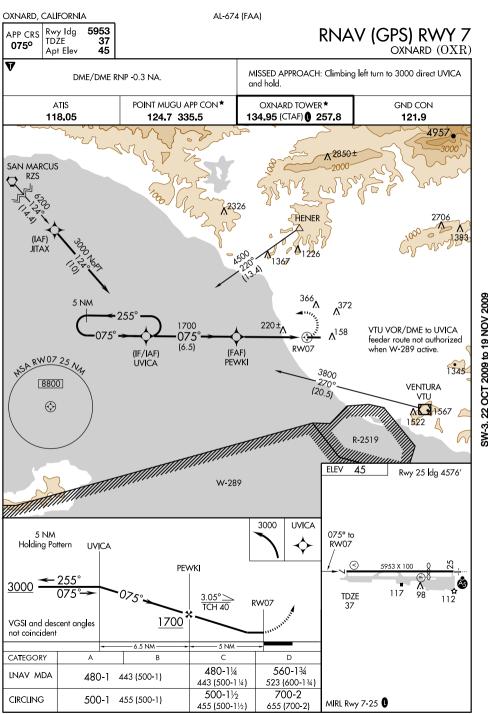


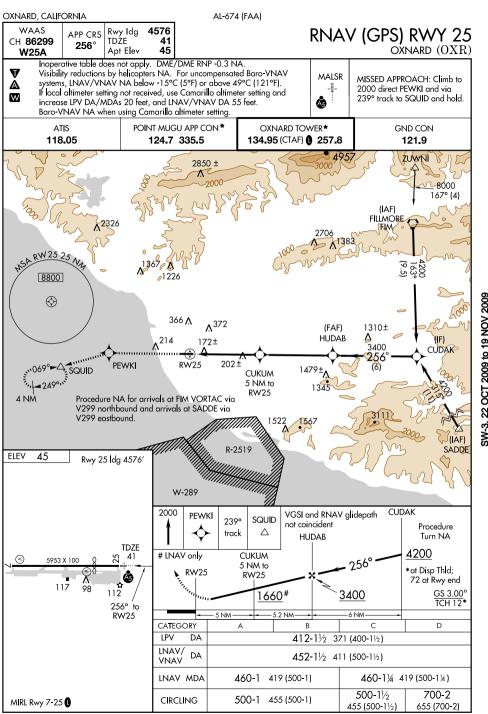


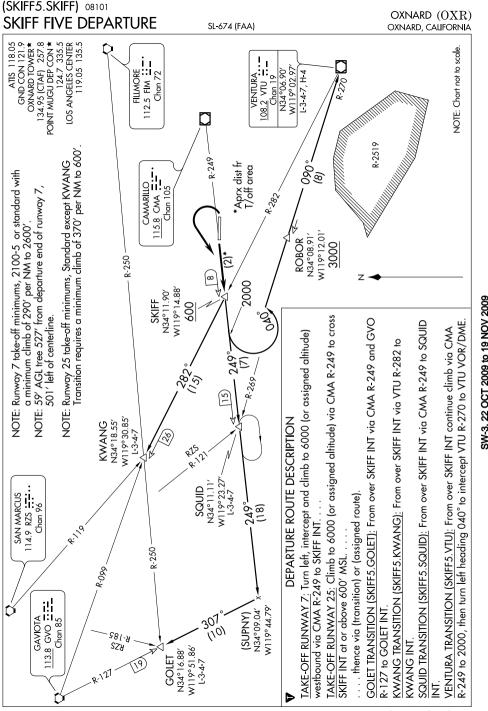


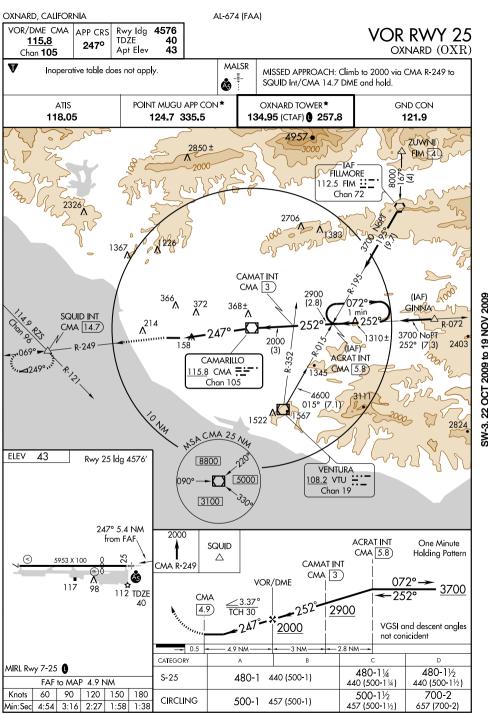


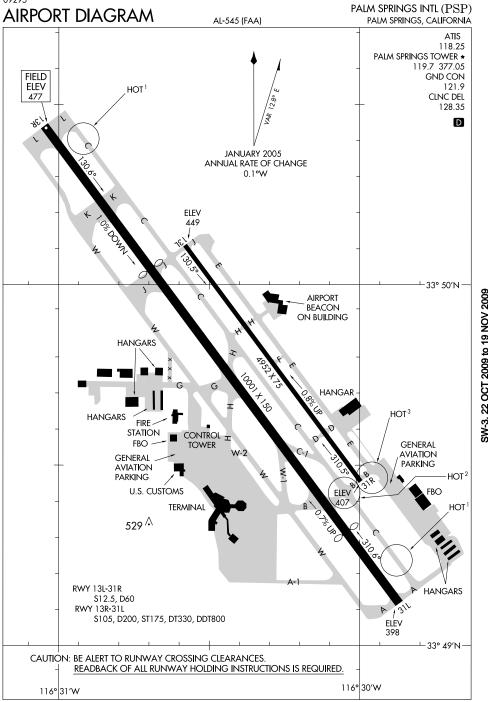


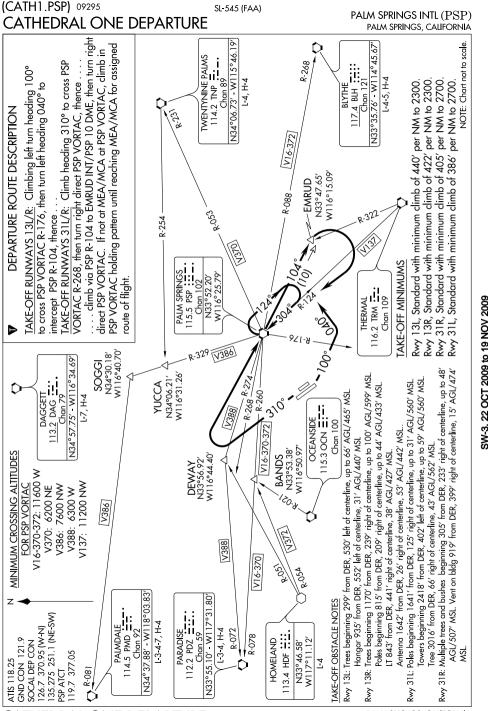


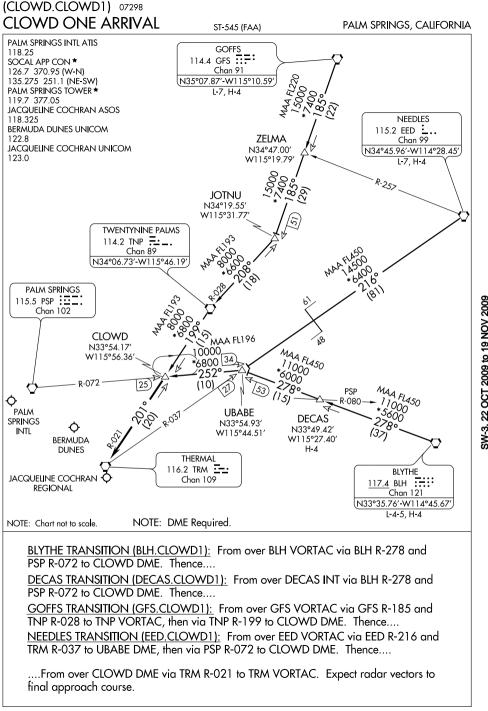












(PALM5.PSP) 09239 SL-545 (FAA) PALM SPRINGS INTL (PSP) PALM SPRINGS FIVE DEPARTURE PALM SPRINGS, CALIFORNIA

ATIS 118.25 GND CON

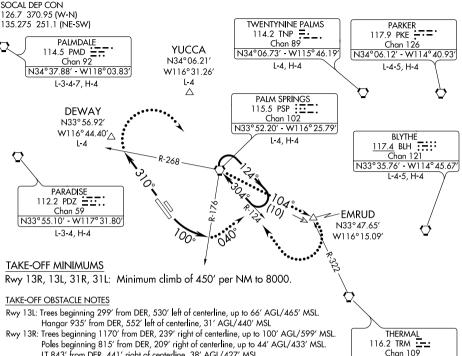
121 9

22 OCT 2009 to 19 NOV 2009

N33°37.69′ - W116°09.61′

L-4. H-4

NOTE: Chart not to scale.



Poles beginning 815' from DER, 209' right of centerline, up to 44' AGL/433' MSL.

LT 843' from DER, 441' right of centerline, 38' AGL/427' MSL. Antenna 1642' from DER, 26' right of centerline, 53' AGL/442' MSL.. Rwy 31L: Poles beginning 1641' from DER, 125' right of centerline, up to 31' AGL/550' MSL.

Towers beginning 2418' from DER, 402' left of centerline, up to 59' AGL/560' MSL. Tree 3016' from DER, 66' right of centerline, 43' AGL/562' MSL. Rwy 31R: Trees beginning 787' from DER, 326' right of centerline, up to 48' AGL/507' MSL.

Vent on bldg 919' from DER, 399' right of centerline, 15' AGL/474' MSL. DEPARTURE ROUTE DESCRIPTION

Multiple bushes beginning 305' from DER, 233' right of centerline, up to 3' AGL/462' MSL.

TAKE-OFF RUNWAYS 13L/R: Turn left heading 100°. Thence. . . . TAKE-OFF RUNWAYS 31L/R: Climb heading 310°. Thence. . . .

. Maintain assigned altitude, expect vectors to appropriate route/fix, expect filed

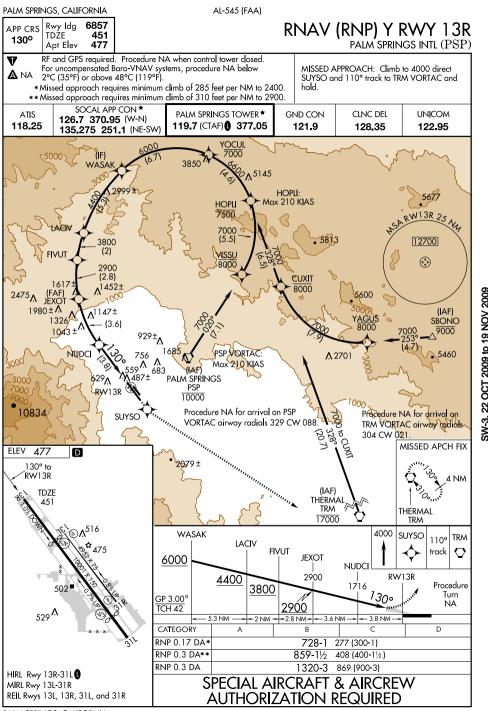
altitude 10 minutes after departure.

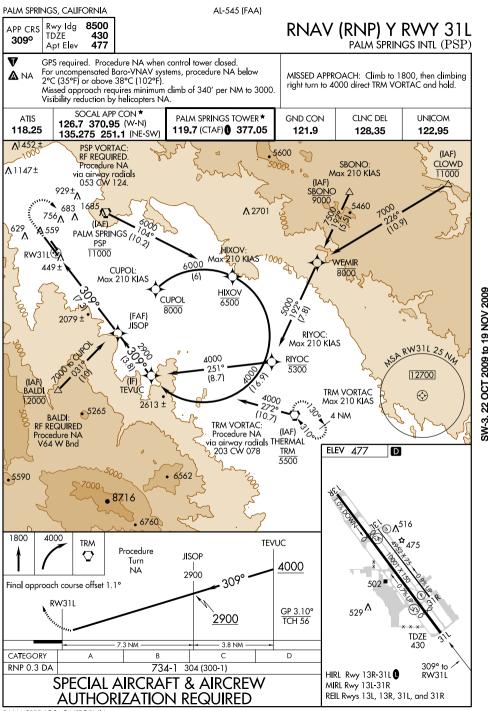
# LOST COMMUNICATIONS:

RUNWAYS 13L/R: If no contact with ATC passing PSP R-176, climbing left turn heading 040° to intercept the PSP R-104. Thence. . . .

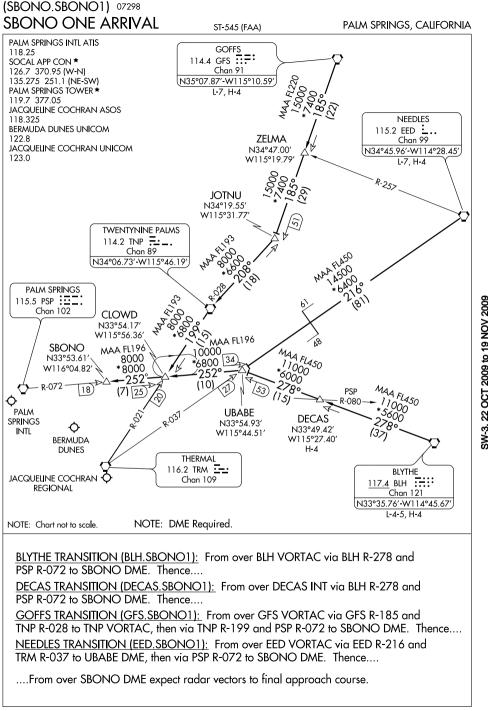
RUNWAYS 31L/R: If no contact with ATC passing PSP R-268; climbing right turn direct PSP VORTAC. Thence. . . .

. . . Climb via PSP R-104 to EMRUD, then turn right direct PSP VORTAC. Then via assigned route.





PALM SPRINGS, CALIFORNIA AL-545 (FAA) RNAV (RNP) Z RWY 13R PALM SPRINGS INTL (PSP) 6857 Rwy Ida APP CRS TDŹE 451 130° 477 Apt Elev V RF and GPS required. Procedure NA when control tower closed. MISSED APPROACH: Climb to 4000 via 130° track For uncompensated Baro-VNAV systems, procedure NA below 🛕 NA to PUVOC, left radius turn to KICEV, 110° track to 2°C (35°F) or above 48°C (119°F). HUNOL, 110° track to TRM VORTAC and hold. Missed approach requires RNP less than 1.0. SOCAL APP CON \* PALM SPRINGS TOWER \* GND CON CLNC DEL UNICOM ATIS 126.7 370.95 (W-N) 118.25 119.7 (CTAF) 377.05 121.9 128.35 122.95 135.275 251.1 (NE-SW) 7000 (IF) **5**0∧5145 HOPLI: Max 210 KIAS **HOPLI** W13R 25 7500 7000 (5.5)5813 12700 3800 (2) **(** 8000 2900 (2.8)^1452± 1617: 8000 (FAF) SW-3 22 OCT 2009 to 19 NOV 2009 5600 JĖXÖT Λ<sup>1147±</sup> 1980±Λ (IAF) 1326 SBONO 1043± <sup>929±</sup>∧ 9000 7000 VORTAC 1685 NUDCI 756 **∧** 2701 Max 210 KIAS 3000 ,<sub>559</sub>Λ (IAF) 683 629<u>∧</u> 487± PALM SPRINGS PSP RW13R 10000 Procedure NA for arrival on 1000 PSP VORTAC airway radials 10834 Procedure NA for arrival on 329 CW 088. TRM VORTAC airway radials KÎÇEV 304 CW 021 HUNOL MISSED APCH FIX **ELEV** 477 4 NM (IAF) 130° to THÈRMAL RW13R TRM THERMAL 17000 TRM **TDZE** 451 4000 PUVOC **KICEV** HUNOL TRM 110° 110° WASAK track track LACIV 130° 6000 **FIVUT JEXOT** NUDC 4400 RW13R 2900 17 1300 Procedure 3800 Turn GP 3.00° NA 29Ó0 502 TCH 42 -2.8 NM - - 3.6 NM -3.8 NM 5.3 NM -+2 NM → <sub>529</sub>∧ CATEGORY В D RNP 0.17 DA 728-1 277 (300-1) RNP 0.3 DA 859-11/2 408 (400-11/2) HIRL Rwy 13R-31L 0 SPECIAL AIRCRAFT & AIRCREW MIRL Rwy 13L-31R REIL Rwys 13L, 13R, 31L, and 31R AUTHORIZATION REQUIRED



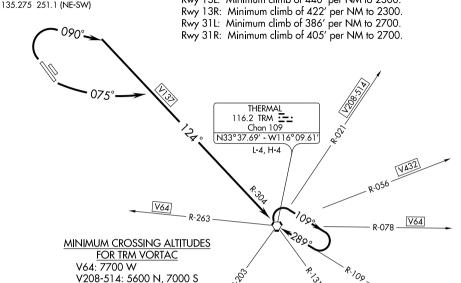
PALM SPRINGS, CALIFORNIA

ATIS 118.25 GND CON

121.9 SOCAL DEP CON

126.7 370.95 (W-N)

TAKE-OFF MINIMUMS Rwy 13L: Minimum climb of 440' per NM to 2300.



### TAKE-OFF OBSTACLE NOTES Rwy 13L: Trees beginning 299' from DER, 530' left of centerline, up to 66' AGL/465' MSL.

Hangar 935' from DER, 552' left of centerline, 31' AGL/440' MSL Rwy 13R: Trees beginning 1170' from DER, 239' right of centerline, up to 100' AGL/599' MSL. Poles beginning 815' from DER, 209' right of centerline, up to 44' AGL/433' MSL.

V432: 4500 NE

Antenna 1642' from DER, 26' right of centerline, 53' AGL/442' MSL.. Rwy 31L: Poles beginning 1641' from DER, 125' right of centerline, up to 31' AGL/550' MSL. Towers beginning 2418' from DER, 402' left of centerline, up to 59' AGL/560' MSL.

LT 843' from DER, 441' right of centerline, 38' AGL/427' MSL.

Tree 3016' from DER, 66' right of centerline, 43' AGL/562' MSL. Rwy 31R: Trees beginning 787' from DER, 326' right of centerline, up to 48' AGL/507' MSL.

Multiple bushes beginning 305' from DER, 233' right of centerline, up to 3' AGL/462' MSL. Vent on bldg 919' from DER, 399' right of centerline, 15' AGL/474' MSL.

NOTE: Chart not to scale.

22 OCT 2009 to 19 NOV 2009

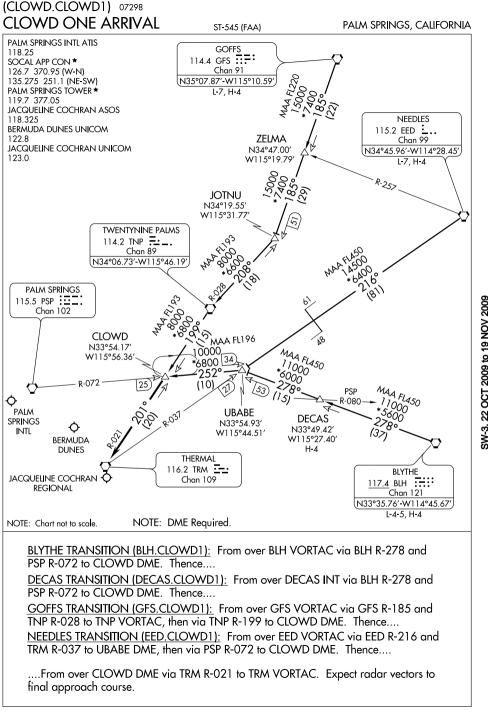


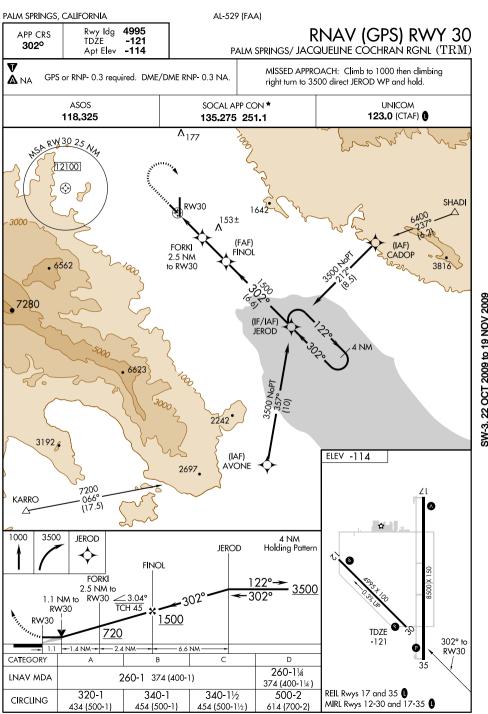
## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13L/R: Climbing left turn heading 075° to intercept TRM R-304 to TRM VORTAC. Thence . . . .

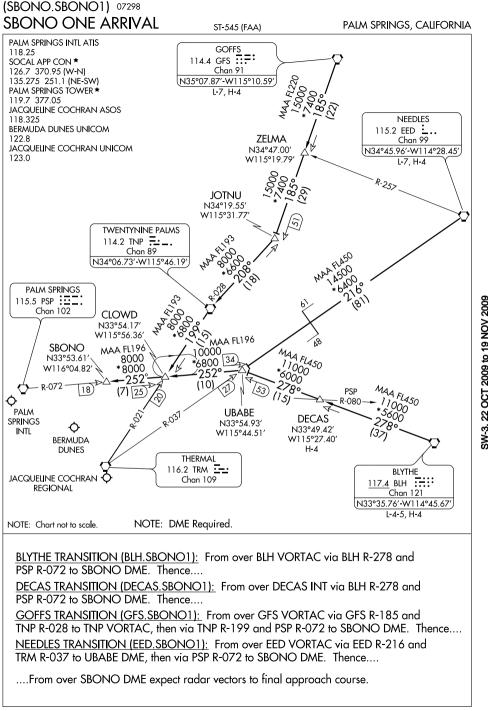
TAKE-OFF RUNWAYS 31L/R: Climb heading 090° to intercept TRM R-304 to TRM VORTAC. Thence . . . .

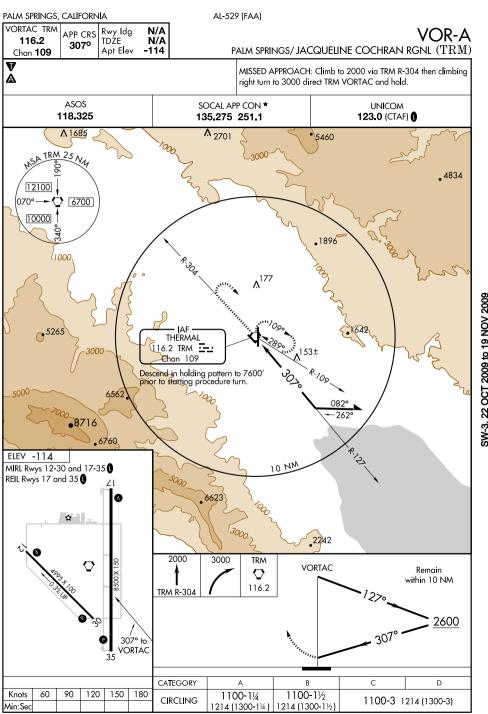
. . . .If not at MEA/MCA at TRM VORTAC, climb in TRM holding pattern until reaching the MEA/MCA for assigned route of flight.

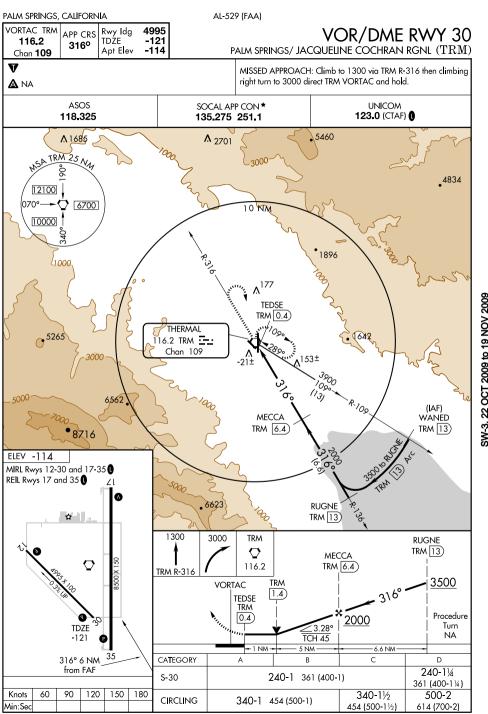


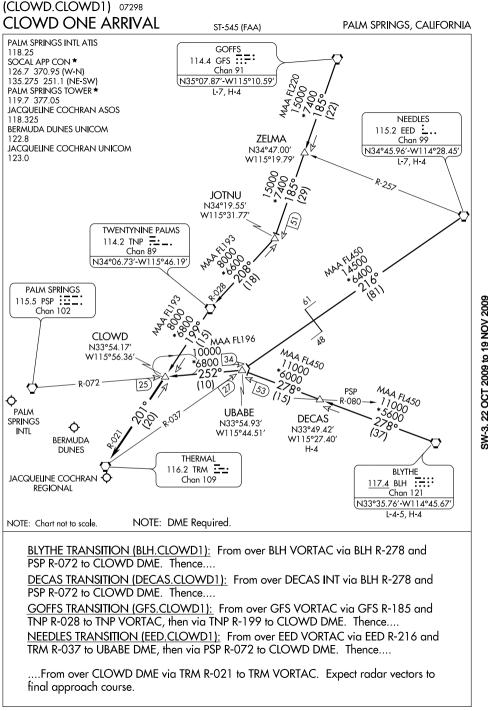


PALM SPRINGS, CALIFORNIA AL-529 (FAA) 8500 Rwy Idg RNAV (GPS) RWY 35 APP CRS TDŹE -124 336° PALM SPRINGS/ JACQUELINE COCHRAN RGNL (TRM)Apt Elev -114 MISSED APPROACH: Climb to 1350 then climbing GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. **A** NA right turn to 4200 direct OPOSE WP and hold. SOCAL APP CON★ ASOS UNICOM 135.275 251.1 123.0 (CTAF) 0 118,325 RIPSE 25 Ny 12100 SHADI (MAP) 3000 RIPSE  $\Lambda_{153\,\pm}$ 3818 6562 (FAF) RODGE 7280 (IAF) COSUK SW-3 22 OCT 2009 to 19 NOV 2009 OVOTE 5 NM to 120 56,0 RODGE (IF/IAF) OPOSE 3192 4200 Hor 2697 03701 -114 KARRO MIRL Rwys 12-30 and 17-35 6500 REIL Rwys 17 and 35 0 080 (IAF) DUDŚE (13.2)☆ 1350 4200 OPOSE 4 NM **OPOSE** Holding Pattern OVOTE 5 NM to **RODGE** RODGE 2.2 NM to RIPSE -307 <u>∠ 2.99</u>° TCH 50 RIPSE 2500 1500 0.2 - 2.2 -2.6 NM -5 NM -- 8.8 NM -**TDZE** CATEGORY C D -124 700-1 700-21/2 700-23/4 700-11/4 LNAV MDA 824 (900-1) 824 (900-11/4) 824 (900-21/2) 824 (900-234) 336° to 700-1 700-21/2 700-23/4 700-11/4 RIPSE CIRCLING 814 (900-11/4) 814 (900-1) 814 (900-21/2) 814 (900-234)









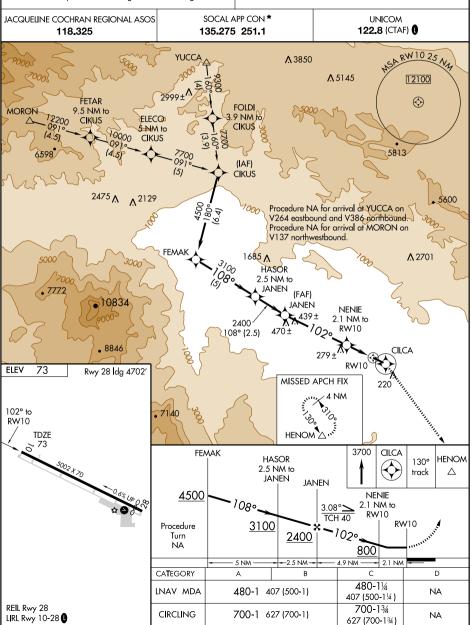
PALM SPRINGS, CALIFORNIA Rwy Ida 5002 APP CRS TDŹE 73 102° Apt Elev 73

# RNAV (GPS) RWY 10 PALM SPRINGS/ BERMUDA DUNES (UDD)

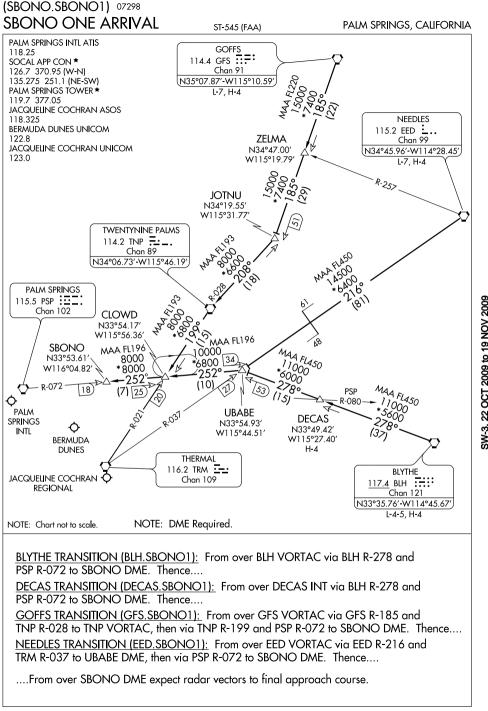
SW-3 22 OCT 2009 to 19 NOV 2009

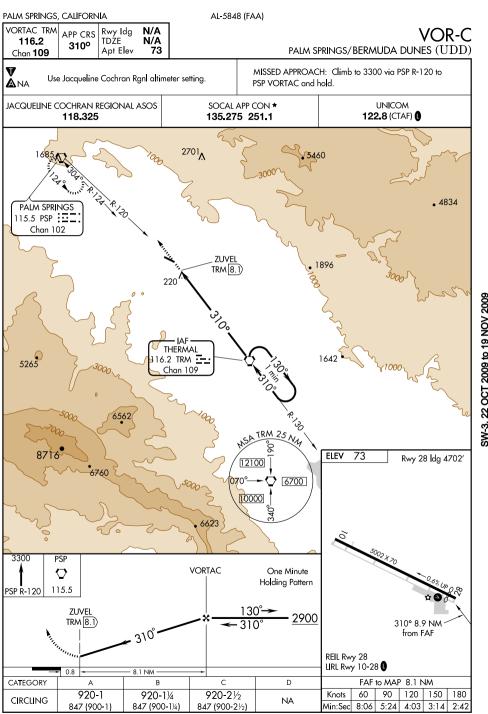
v GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. **A**NA Use Jacqueline Cochran Ranl altimeter setting.

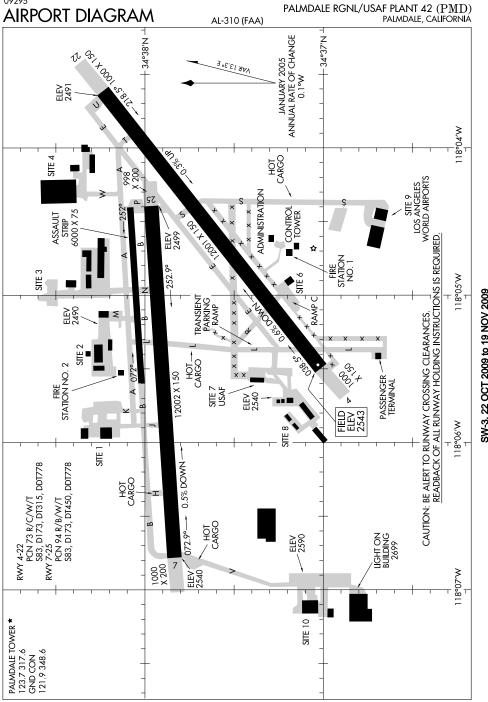
MISSED APPROACH: Climb to 3700 direct CILCA and via 130° track to HENOM and hold.

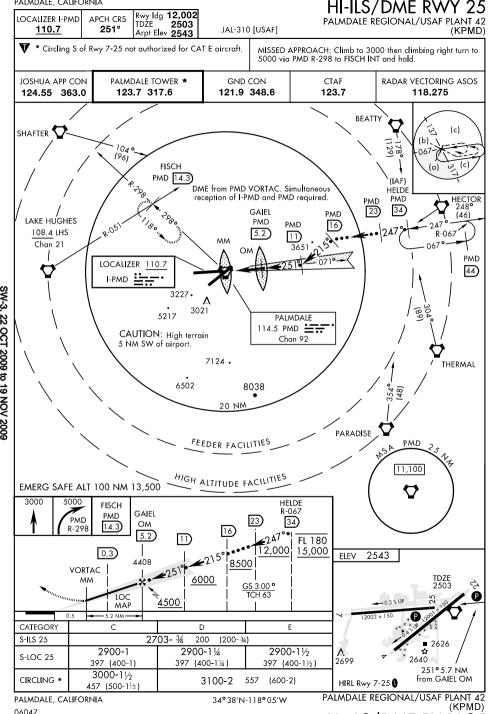


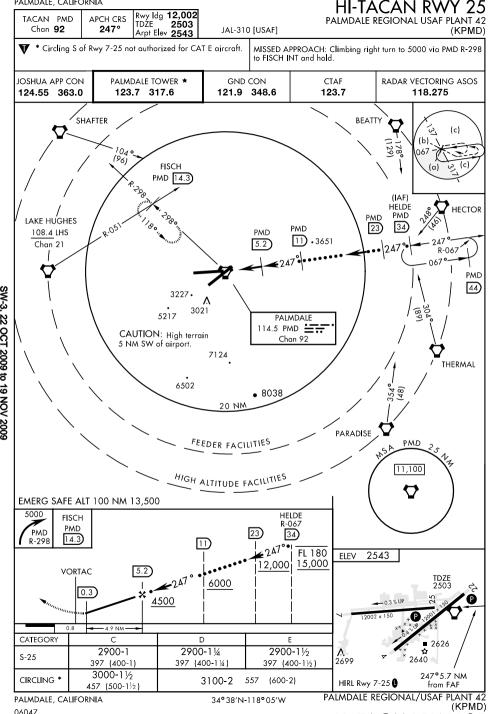
PALM SPRINGS, CALIFORNIA AL-5848 (FAA) 4702 Rwy Idg RNAV (GPS) RWY 28 APP CRS TDŹE 66 296° PALM SPRINGS/BERMUDA DUNES (UDD) Apt Elev 73 77 MISSED APPROACH: Climb to 3300 via course 296° to GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. AKEGE WP then right turn via course 298° to PSP VORTAC Use Jacqueline Cochran Ranl altimeter setting. JACQUELINE COCHRAN REGIONAL ASOS SOCAL APP CON ★ UNICOM 118.325 135.275 251.1 122.8 (CTAF) 0 PALM SPRINGS ۸<sup>2701</sup> 1685 3800 to BIRGE 117° (22) ARRIGHAMAR A . 4834 4 NM CONES ASA CEKMA 25 1/4 **AKEGE** 12100 (MAP) CEKMA  $(\!\!\!\langle \rangle\!\!\!)$ (FAF) (IAF) SW-3 22 OCT 2009 to 19 NOV 2009 . AKIPE CALID SHAD 5265 4 NM 8716 (IAF) MOMAR **ELEV** Rwy 28 ldg 4702' 6623 3300 AKEGE **PSP** 4 NM **BIRGE** Holding Pattern  $\Diamond$ **TDZE** 296° CALID CEKMA 2300 3.48° TCH 40 VGSI and descent angles not coincident. - 5.5 NM -5 NM -0.5 CATEGORY D 1020-11/4 1020-11/2 1020-3 NA LNAV MDA 954 (1000-11/4) 954 (1000-11/2) 954 (1000-3) REIL Rwy 28 1020-11/4 1020-11/2 1020-3 LIRL Rwy 10-28 1 CIRCLING NA 947 (1000-11/2) 947 (1000-11/4) 947 (1000-3)

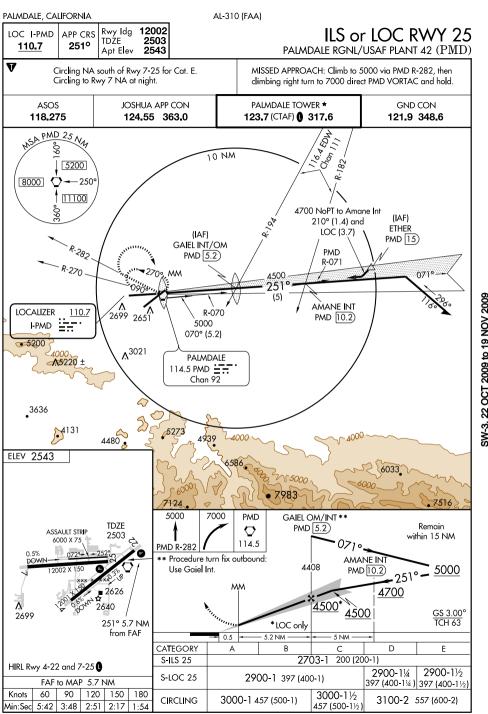


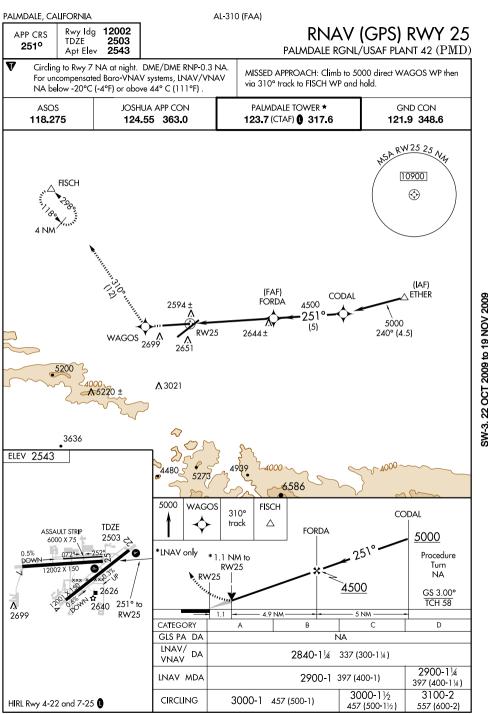


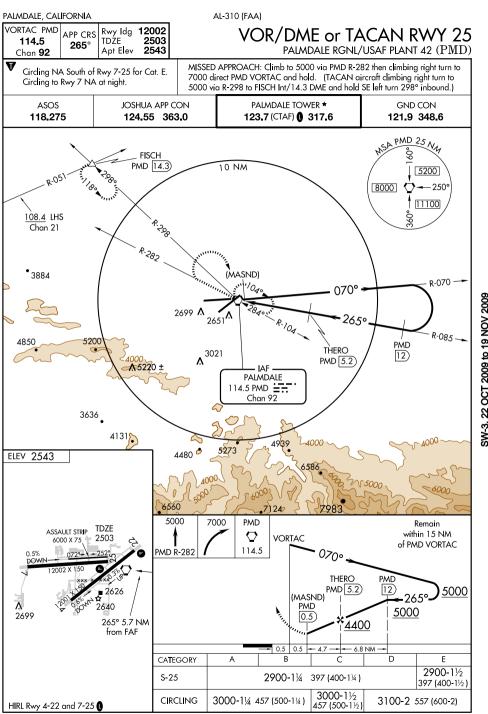


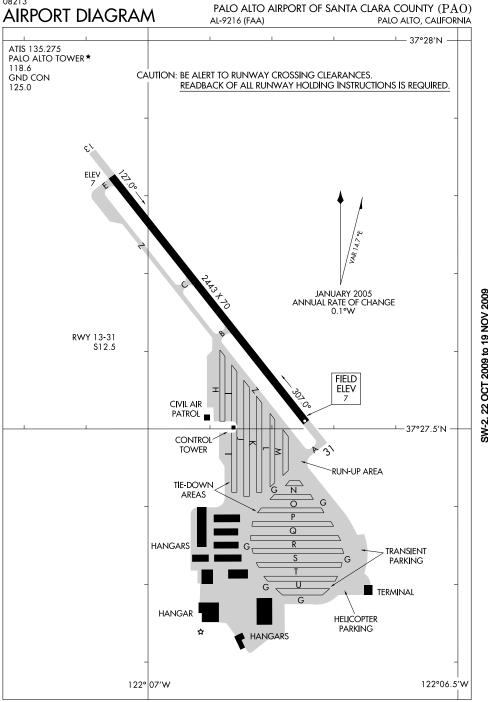


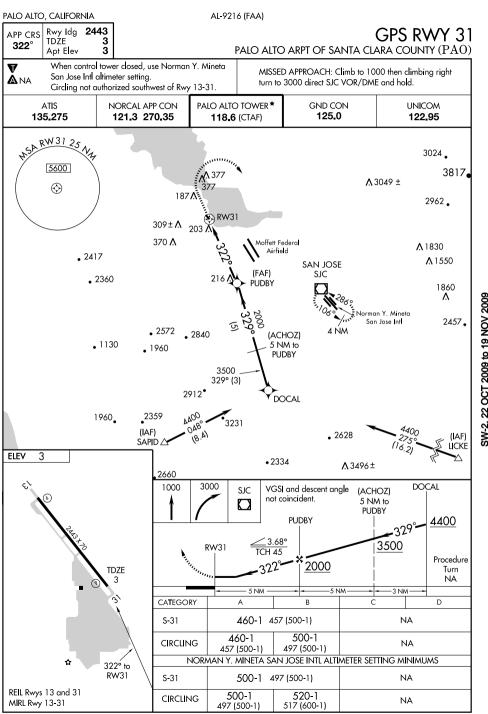








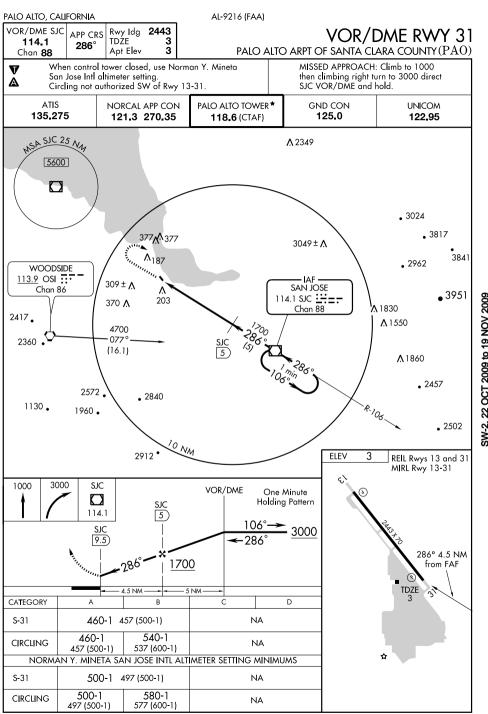


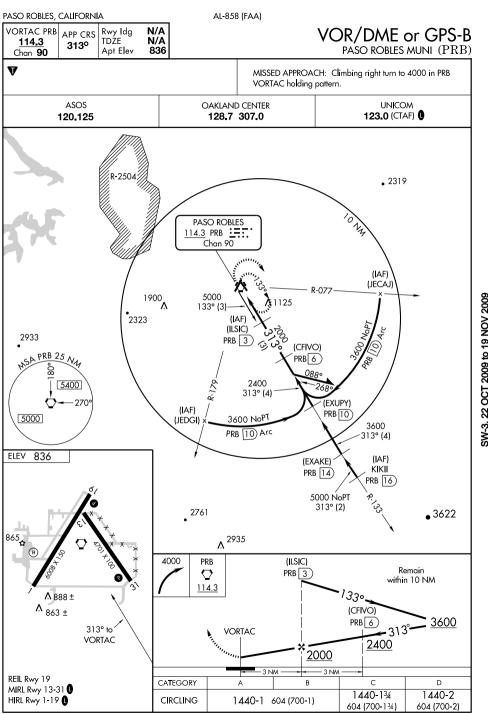


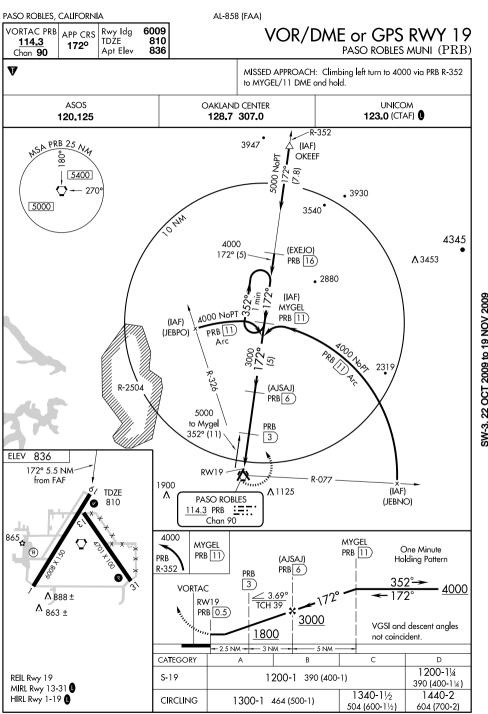
(PYE.PYE1) 09127 POINT REYES ONE ARRIVAL SAN FRANCISCO, CALIFORNIA ST-375 (FAA) NORCAL APP CON 133 95 317 6 MAXWELL 110.0 MXW ==--SAN FRANCISCO TOWER 120.5 269.1 Chan 37 SAN FRANCISCO INTLATIS N39°19.06′-W122°13.29′ 113.7 118.85 L-2 SAN CARLOS TOWER★ 119.0 326.2 SAN CARLOS ATIS 1259 MENDOCINO PALO ALTO TOWER \* 112.3 ENI 118.6 Chan 70 PALO ALTO ATIS N39°03.19′-W123°16.45 135.275 L-2. H-3 MOFFETT FEDERAL AFLD TOWER★ 119.55 346.25 **SACRAMENTO** MOFFETT FEDERAL AFLD ATIS 115.2 SAC :: \_\_\_ 124.175 283.0 SANTA ROSA Chan 99 SAN JOSE TOWER★ 113.0 STS ∷ N38°26.62′-W121°33.10′ 124.0 257.6 Chan 77 NORMAN Y. MINETA L-2-3. H-3 **POPES** SAN JOSE INTLATIS N38°29.16' V494 126.95 W122°20.75' REID-HILLVIEW TOWER★ 5000 R-077 119.8 RWY 13L/31R 22) 257° 126.1 RWY 13R/31L (38)REID-HILLVIEW ATIS 125.2 R-347 SCAGGS ISLAND 112.1 SGD **∺∴**• Chan 58 SAUSALITO 116.2 SAU ::-POINT REYES Chan 109 113.7 PYE :---Chan 84 N38°04.79′-W122°52.07′ SAN FRANCISCO 115.8 SFO <u>∷≒</u>-STINS OAKLAND N37°49.42' W122°45.40′ 116.8 OAK ... Chan 115 SAN FRANCISCO INTL PALO ALTO AIRPORT OF SANTA CLARA COUNTY (2) SAN CARLOS NORMAN Y. MINETA 076°→ **HADLY** SAN JOSE INTL (14) R-256 MOFFETT N37°24.14' FEDERAL AFLD W122°34.54' **REID-HILLVIEW** OF SANTA CLARA WOODSIDE COUNTY 113.9 OSI ::• Chan 86 NOTE: SACRAMENTO Transition to be used N37°23.55′-W122°16.88′ only when assigned by ATC. (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

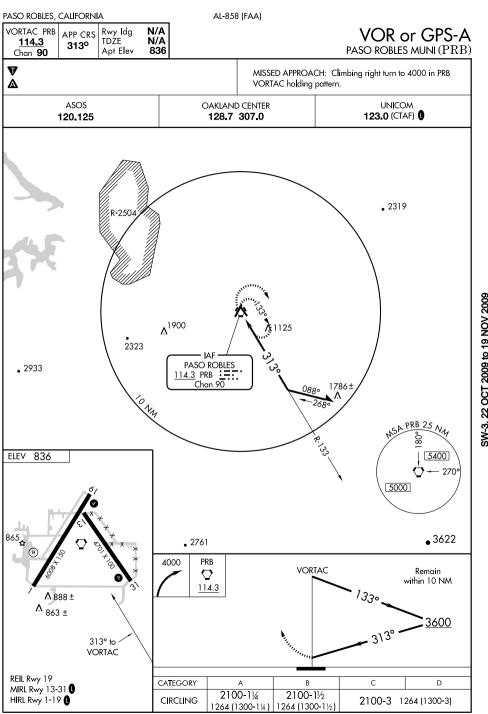
22 OCT 2009 to 19 NOV 2009

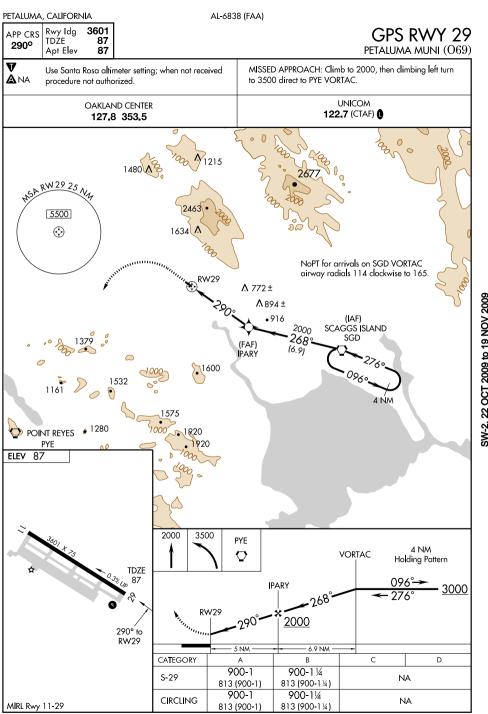
(PYE.PYE1) 02276 POINT REYES ONE ARRIVAL SAN FRANCISCO, CALIFORNIA ST-375 (FAA) ARRIVAL DESCRIPTION MAXWELL TRANSITION (MXW.PYE1): From over MXW VORTAC via MXW R-184 and PYE R-005 to PYE VORTAC. Thence.... MENDOCINO TRANSITION (ENI.PYE1): From over ENI VORTAC via ENI R-146 and PYE R-325 to PYE VORTAC. Thence.... SACRAMENTO TRANSITION (SAC. PYE1): From over SAC VORTAC via SAC R-257 and PYE R-028 to PYE VORTAC. Thence.... ....From over PYE VORTAC via PYE R-144 to HADLY INT, then via OSI R-256 to OSI VORTAC. Expect radar vectors to final approach course. SW-2 22 OCT 2009 to 19 NOV 2009

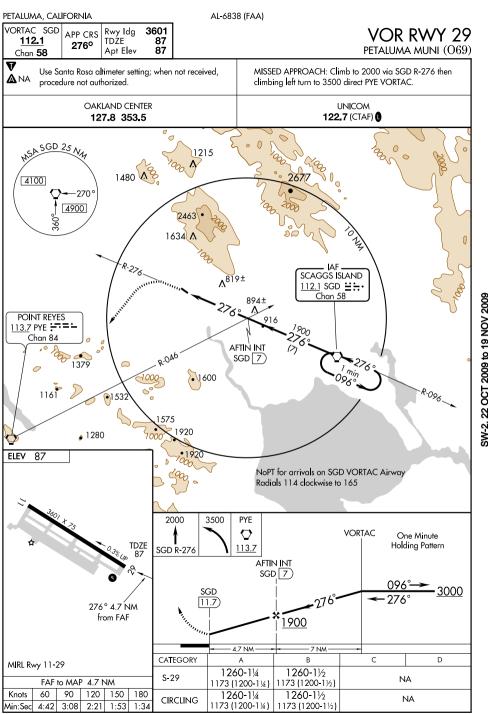


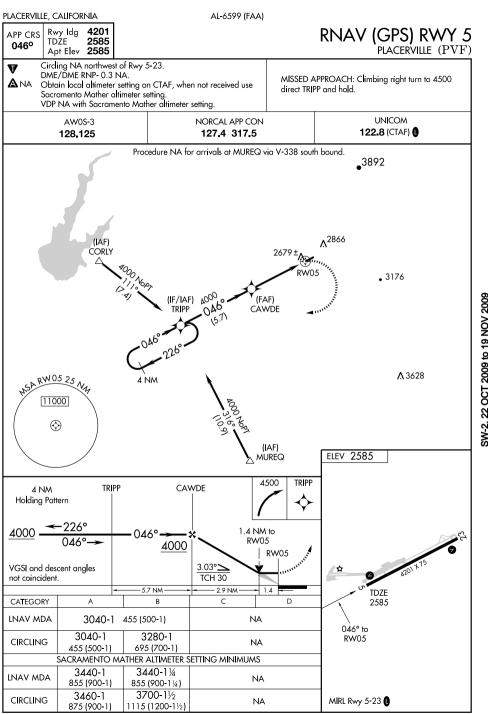


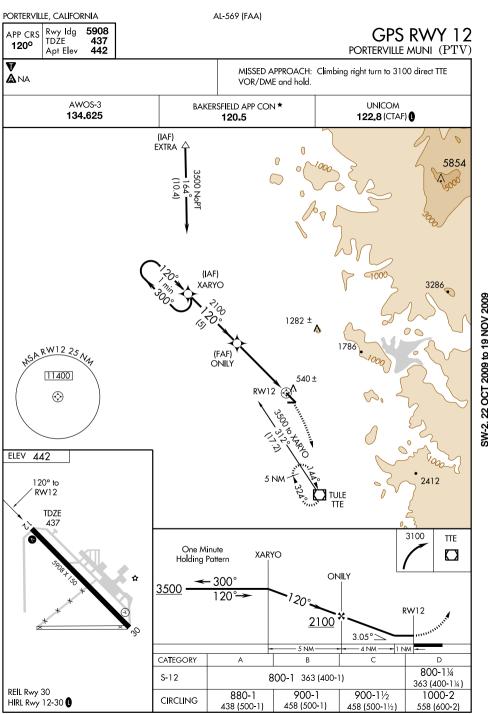


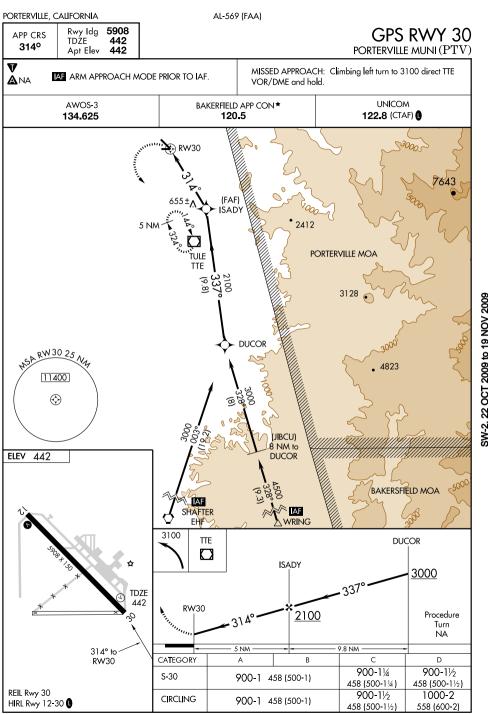


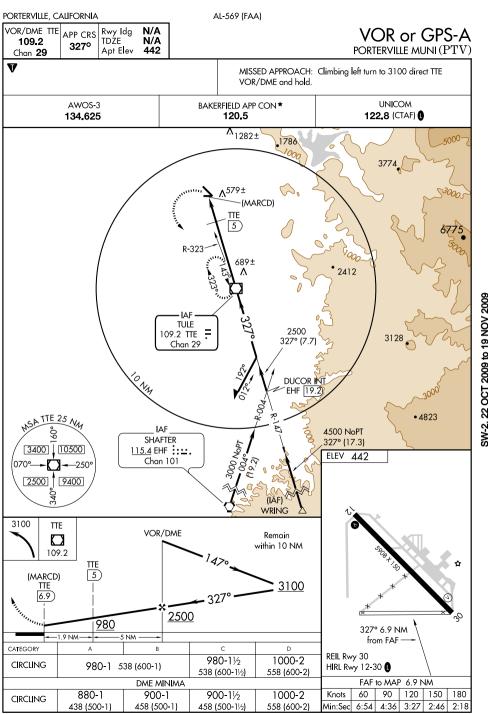


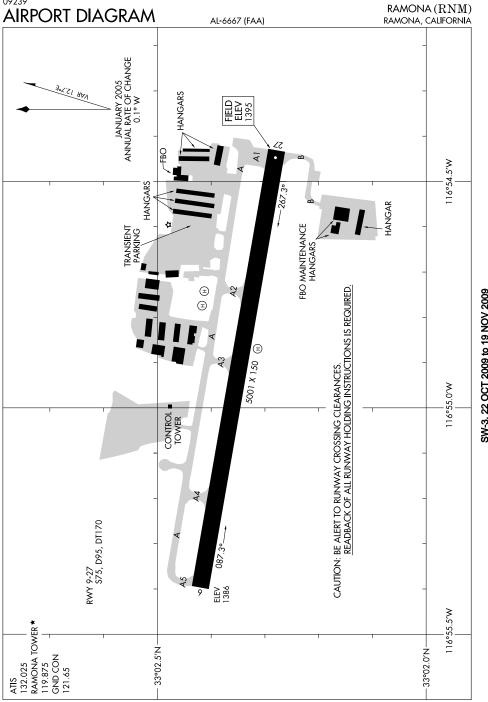


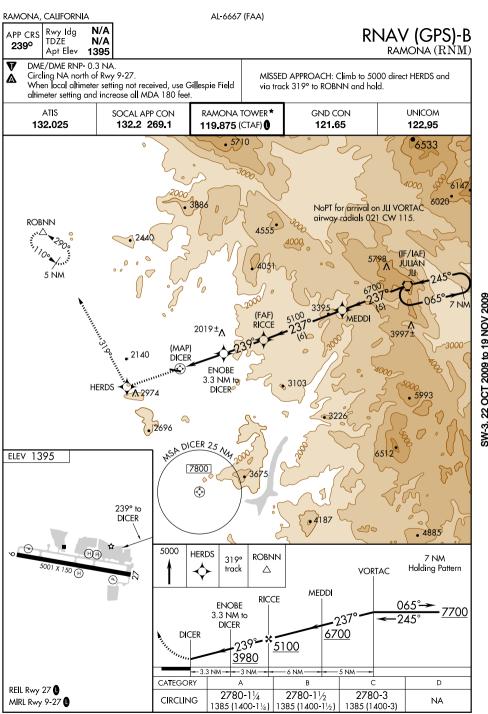


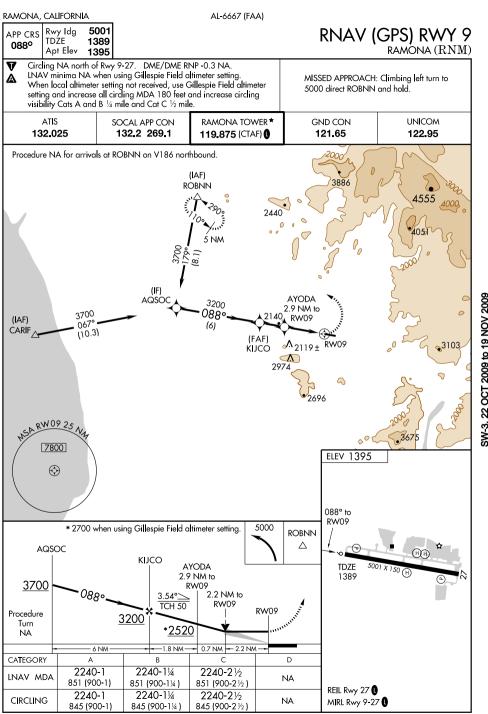


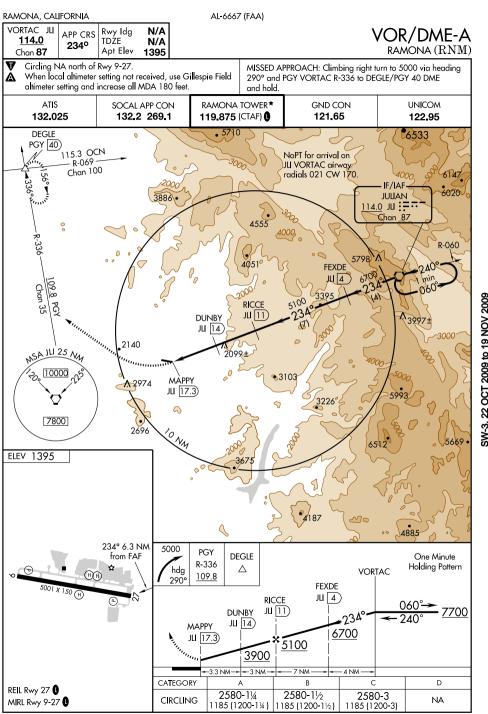




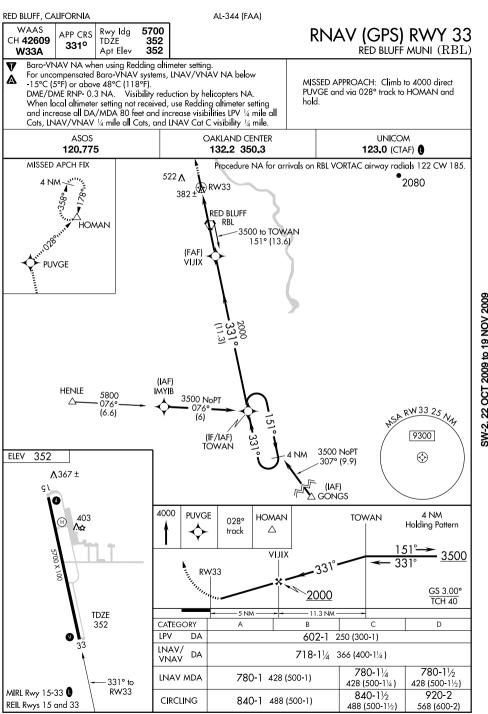


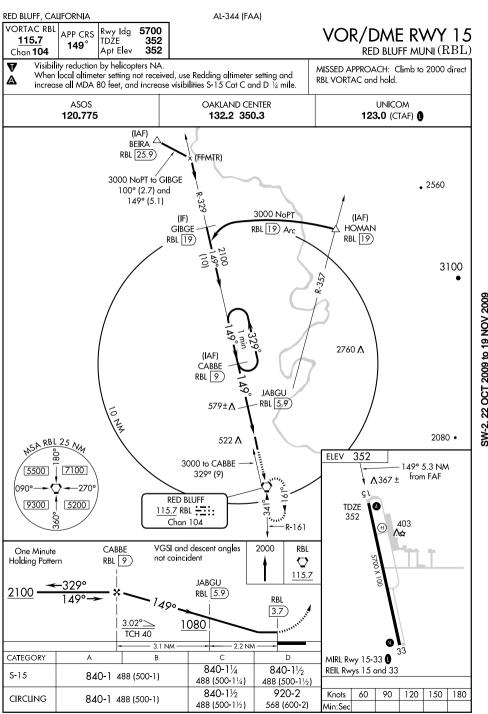


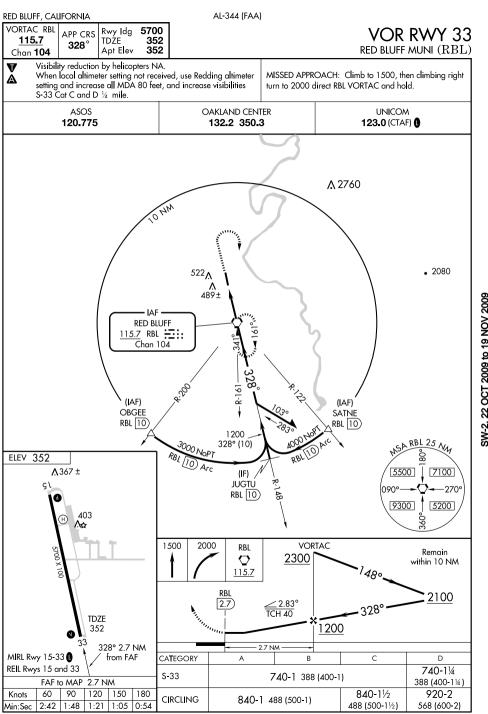


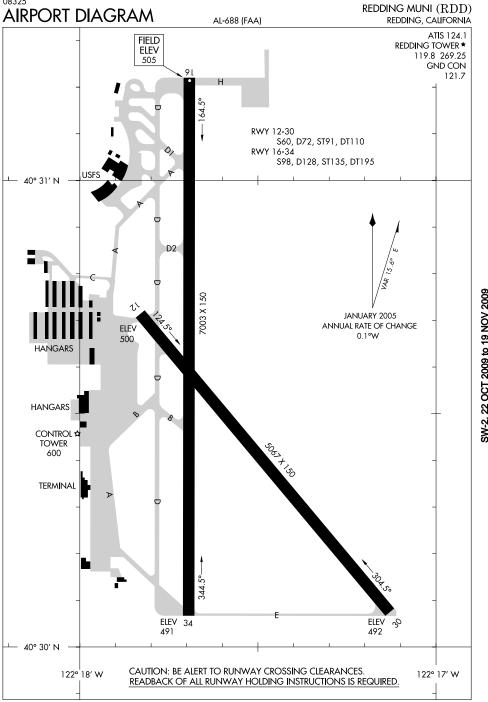


RED BLUFF, CALIFOR	NIA			AL-344 (FAA	4)				
WAAS CH <b>73008</b> W15A		5700 352 352				RNA			RWY 15 MUNI (RBL)
For uncompens -15°C (5°F) or DME/DME RN When local alti and increase a	18°F). ibility reduction of received; use f feet and increas	imeter setting.			C	MISSED APPROACH: Climb to 3500 direct TOWAN and hold.			
ASOS <b>120.775</b>			OAKLAND CENTER 132.2 350.3				UNICOM <b>123.0</b> (CTAF) <b>(</b>		
		(IAF) BEIRA NoPT (7.6) 4 NM	(+331°-	151° (IF/IA		2° ——	<b>-</b> △ (IAF)		• 2560
				7.510	(0.		ÖMÁN		3100 •
9300 ⊕	N <sub>L</sub>			(FAF) GEBXA - 539± A	VEBCU 2 NM to RW15				s at RBL VORTAC
√ <b>∧</b> 367 :	51° to RW15			522 <b>∧</b> RED BLU RBL	<u> </u>	500 to AXHI 331° (18.7)		MIS TOW	SED APCH FIX  /AN  331
TDZE 352	403 ₩2	4 N Holding				ot coincide GE	EBXA VE	EBCU _ VM to V1.5	3500 TOWAN  *LNAV only
0×100		GS 3.00 TCH 40 CATEGO LPV	DRY DA	Α Α	20	000 B 602-1 2	* 1020 3 NM C 250 (300-1)	) 2 No	RW15
33 VN			DA MDA				820-1½		
MIRL Rwy 15-33 () REIL Rwys 15 and 3:	1	CIRCLI			-1 488 (50		468 (500 840- 488 (500	1½	468 (500-1½) 920-2 568 (600-2)









REDDING MUNI (RDD) HOMAN TWO DEPARTURE REDDING, CALIFORNIÁ SI-688 (FAA) ATIS 124.1 GND CON 121.7 REDDING TOWER \* 119.8 (CTAF) 269.25 OAKLAND CÉNTER 132.2 350.3 REDDING 108.4 RDD =:: Chan 21 **HOMAN** N40°24.30′ W122°07.74′ 4000 RED BLUFF 115.7 RBL ::: Chan 104 N40°05.93′-W122°14.18′ L-2, H-3 **CHICO** N39°47.39′-W121°50.83′ NOTE: This SID requires minimum climb L-2 of 350' per NM to 4000'. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 12, 16: Turn left within 1 NM, thence.... TAKE-OFF RUNWAYS 30,34: Turn right within 1 NM, thence.... ....Intercept the RDD R-111, direct HOMAN INT, cross HOMAN INT at or above 4000'; then via (transition) or (assigned route). Expect clearance to filed altitude 10 minutes after departure. CHICO TRANSITION (HOMAN2.CIC): From over HOMAN INT via CIC R-325 to

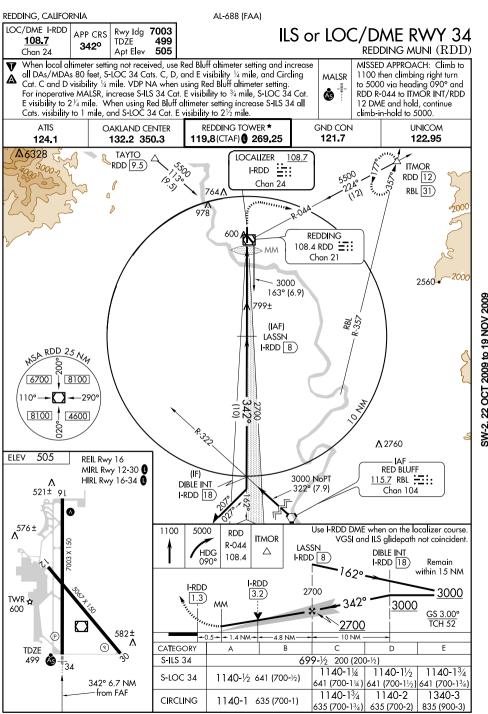
RED BLUFF TRANSITION (HOMAN2.RBL): From over HOMAN INT via RBL R-357

SW-2 22 OCT 2009 to 19 NOV 2009

(HOMAN2.HOMAN) 04050

CIC VOR/DME.

to RBL VORTAC.



(NEINULI.NEINUL) 08157 REDDING MUNI (R.D.D.) KENDL ONE DEPARTURE REDDING, CALIFORNIÁ SI-688 (FAA) ATIS 124 1 GND CON 121.7 REDDING TOWER★ 119.8 269.25 REDDING **OAKLAND CENTER** 108.4 RDD =: 132.2 350.3 Chan 21 N40°30.27' W122°17.50′ KENDL N40°27.34′ W122°23.08′ 260 3000 **FORTUNA** 114.0 FOT === TOMAD N40°15.26′ N40°40.28′-W124°14.07′ W122°45.85′ L-2. H-3 7000 westbound L-2 **RED BLUFF** <u>115.7</u> RBL :::: Chan 104 N40°05.93′-W122°14.18′ L-2. H-3 NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION

SW-2 22 OCT 2009 to 19 NOV 2009

TAKE-OFF RUNWAYS 12 and 16: Cats. A and B: turn right heading 260° to intercept and proceed via the RDD R-217 to KENDL INT. Cross KENDL INT at or above 3000, thence via (transition) or (assigned route). Cats. C and D: not authorized

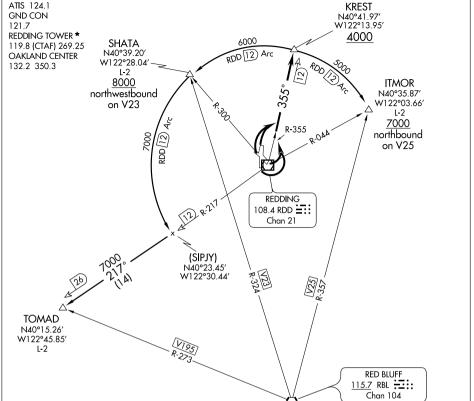
TAKE-OFF RUNWAYS 30 and 34: Turn right to cross RDD VOR/DME and proceed via the RDD R-217 to KENDL INT. Cross KENDL INT at or above 3000 thence via (transition) or (assigned route).

FORTUNA TRANSITION (KENDL1.FOT): From over KENDL INT via RDD R-217 to TOMAD INT, thence via RBL R-273 and FOT R-091 to FOT VORTAC. RED BLUFF TRANSITION (KENDL1.RBL): From over KENDL INT via RBL R-324 to RBL VORTAC.

 $\overline{\text{TOMAD TRANSITION (KENDL1.TOMAD)}}$ : From over KENDL INT via RDD R-217 to  $\overline{\text{TOMAD INT}}$ .

(KREST3.KREST) 09239 REDDING MUNI (RDD) KREST THREE DEPARTURE SI-688 (FAA)

REDDING, CALIFORNIÁ



NOTE: Rwys 12, 16 and 30 departures require minimum climb of 300' per NM to 4000'.

NOTE: Rwy 34 departure requires minimum climb of 320' per NM to 4000'. NOTE: DME required.

NOTE: Chart not to scale.

22 OCT 2009 to 19 NOV 2009

V

## DEPARTURE ROUTE DESCRIPTION

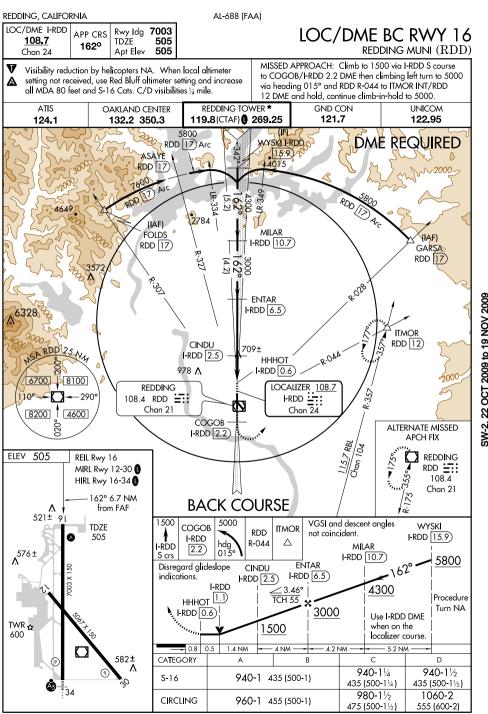
TAKE-OFF RUNWAYS 12 and 16: Turn left immediately after departure to intercept and proceed via the RDD R-355 to KREST DME Fix. Cross KREST DME Fix at or above 4000, thence via (transition) or (assigned route).

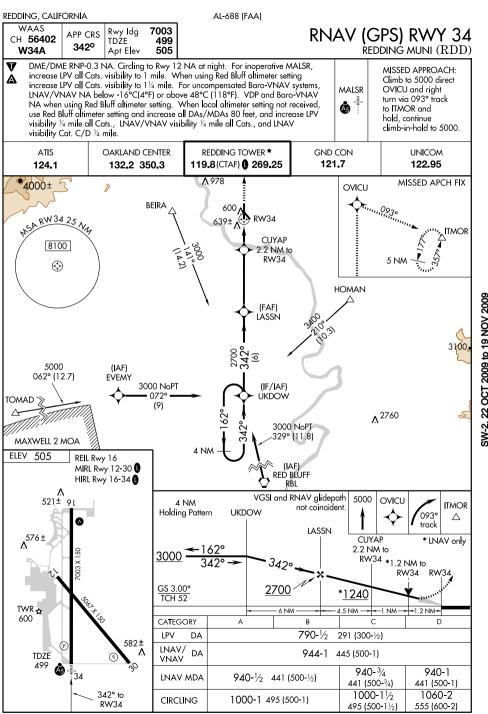
TAKE-OFF RUNWAYS 30 and 34: Turn right immediately after departure to intercept and proceed via RDD R-355 to KREST DME Fix. Cross KREST DME Fix at or above 4000, thence via (transition) or (assigned route).

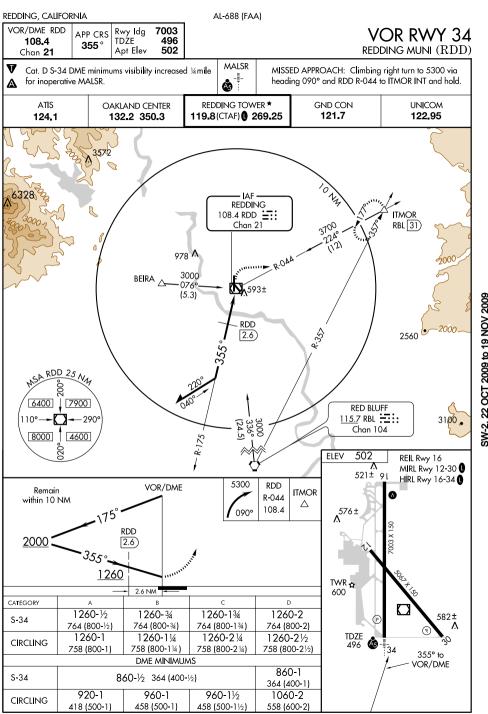
ITMOR TRANSITION (KREST3.ITMOR): From over KREST DME Fix via RDD 12 DME Arc clockwise to ITMOR INT.

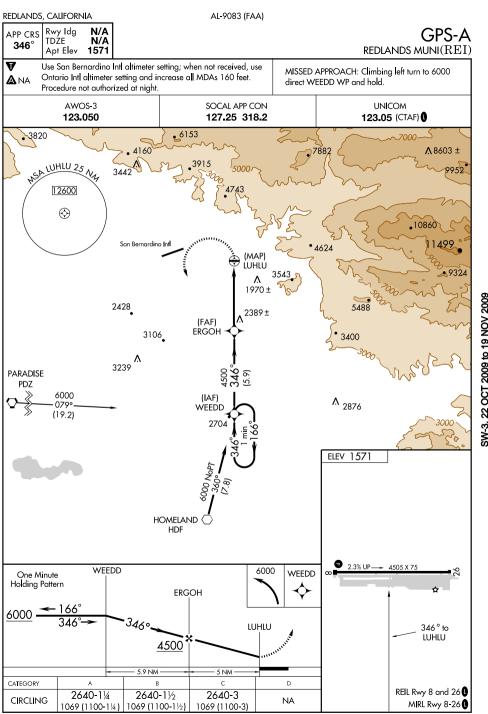
SHATA TRANSITION (KREST3.SHATA): From over KREST DME Fix via RDD 12 DME Arc counterclockwise to SHATA INT.

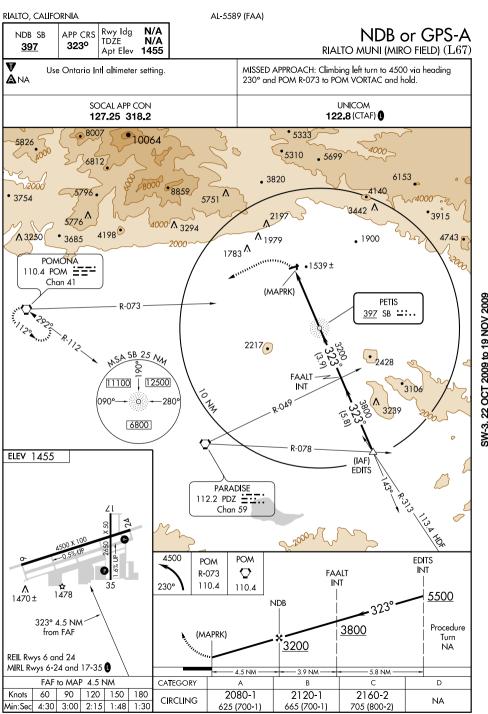
TOMAD TRANSITION (KREST3.TOMAD): From over KREST DME Fix via RDD 12 DME Arc counterclockwise to RDD R-217, thence via RDD R-217 to TOMAD INT.

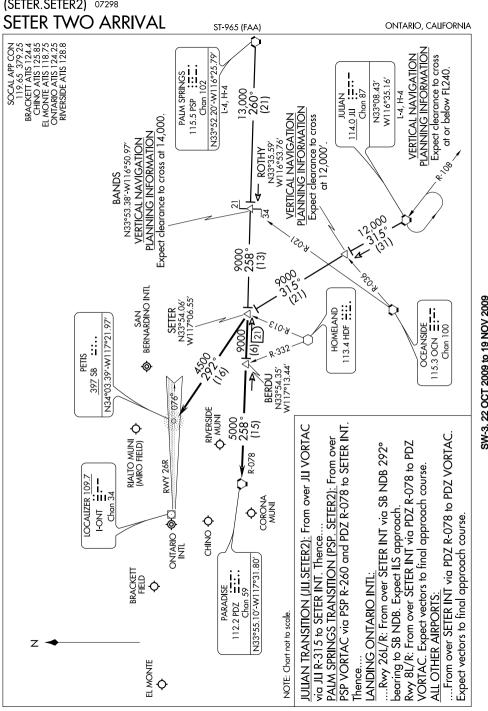


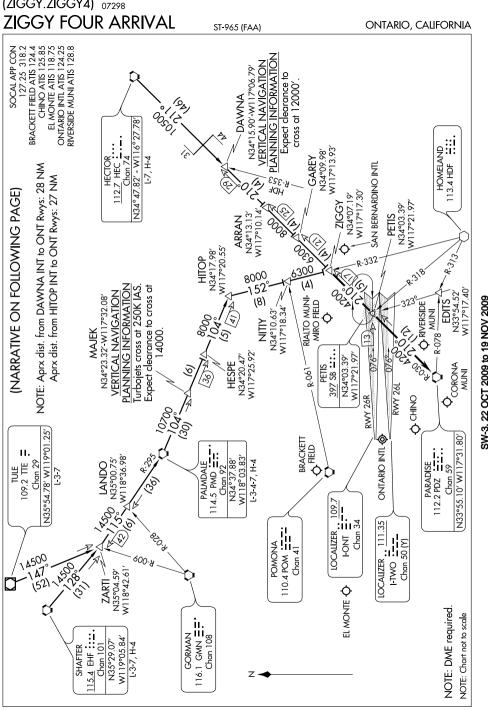












ZIGGY.ZIGGY4) 06159 ZIGGY FOUR ARRIVAL

ST-965 (FAA)

ONTARIO, CALIFORNIA

## ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.ZIGGY4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to ZIGGY INT. Thence . . . .

PALMDALE TRANSITION (PMD.ZIGGY4): From over PMD VORTAC via PMD

R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . . SHAFTER TRANSITION (EHF.ZIGGY4): From over EHF VORTAC via EHF R-128 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

TULE TRANSITION (TTE.ZIGGY4): From over TTE VOR/DME via TTE R-147 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to 7IGGY INT. Theorem

R-332 to ZIGGY INT. Thence . . . .

## LANDING ONTARIO INTL:

.... RWY 8L/R: From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.

. . . . RWY 26 L/R: From over ZIGGY INT via direct PETIS NDB or PDZ R-030 to PETIS INT; expect radar vectors for ILS approach.

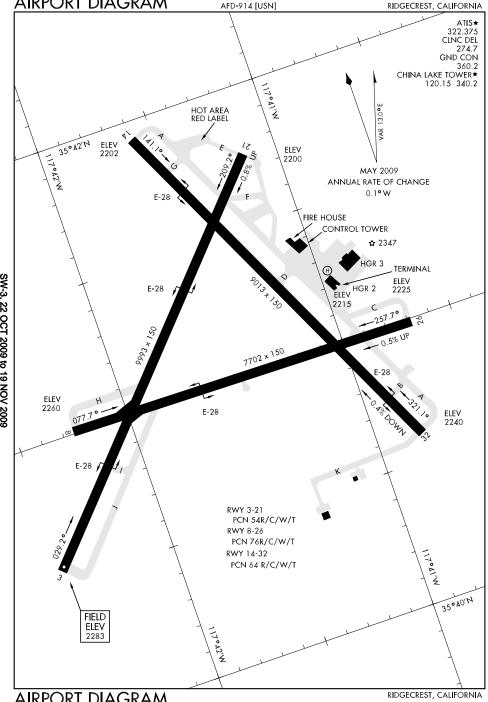
## ALL OTHER AIRPORTS:

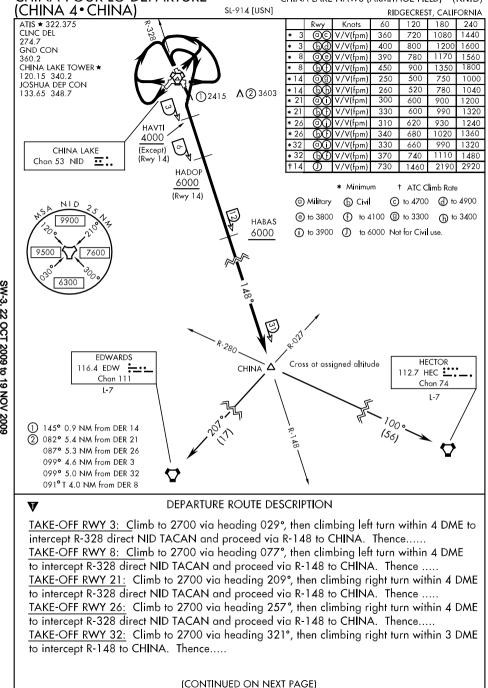
.... From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course

to final approach course.

<u>LOST COMMUNICATIONS:</u> For Rialto, California, NDB-A approach, proceed from PDZ VORTAC via PDZ R-078 to EDITS INT, maintain 4200'.

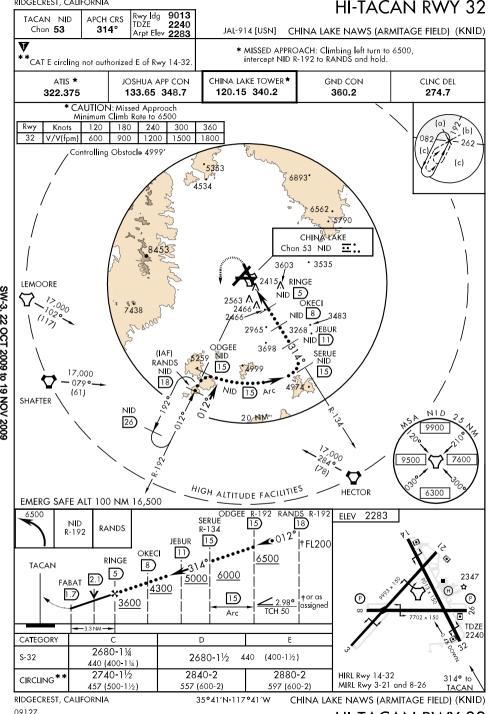
SW-3, 22 OCT 2009 to 19 NOV 2009

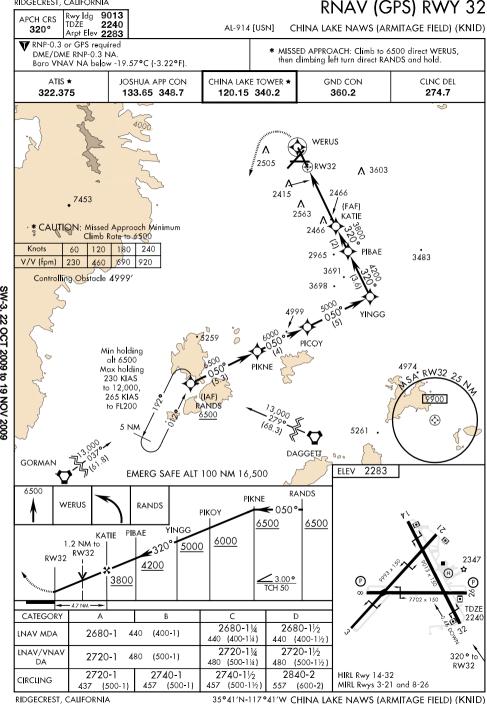


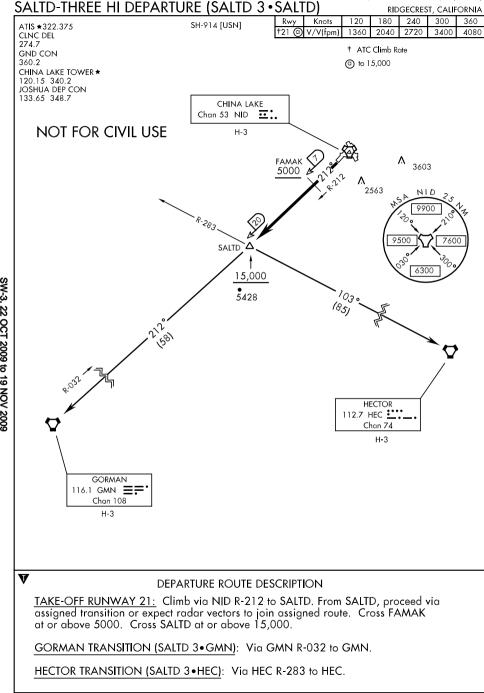


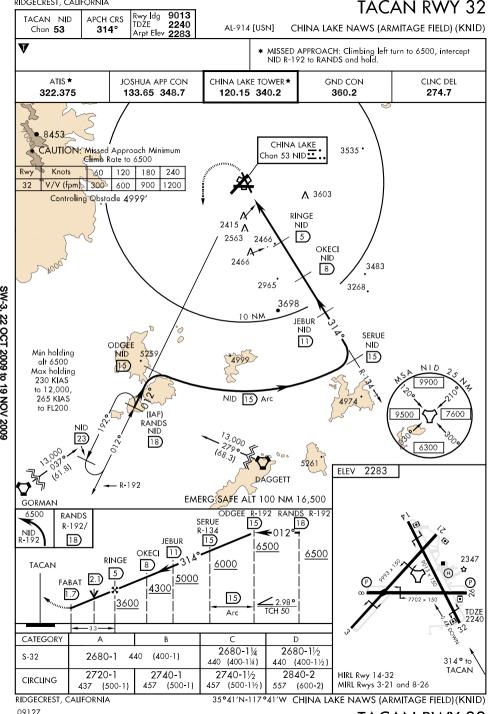
(COMINGED ON NEXT TAC

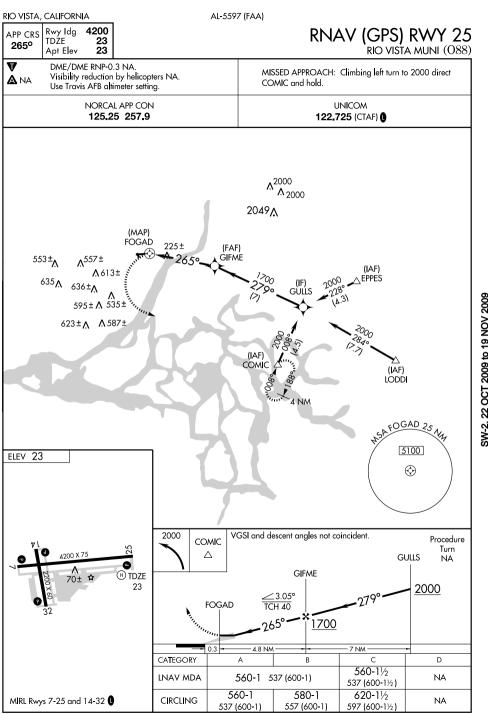
(CHINA 4 • CHINA	SL-914 [USN]	RIDGECREST, CALIFORNIA					
V	(CONTINUED FROM PRECEDING PAG	9E)					
	DEPARTURE ROUTE DESCRIPTION	ı					
Cross HAVTI at or abo	ove 4000. Cross HABAS at or above 6000	). Cross CHINA at assigned					
	Climbing righ turn to intercept NID R-148 t s CHINA at assigned altitude.	o CHINA. Cross HADOP at					
ALL RWYS: Max departure speed 250 KIAS until established on R-148. From CHINA, proceed via assigned transition or expect radar vectors to join assigned route.							
EDWARDS TRANSITIC to join assigned route.	<u>ON (CHINA4•EDW)</u> : Via EDW R-027 to E	DW. Expect radar vectors					
HECTOR TRANSITION	(CHINA4•HEC): Via HEC R-280 to HEC.						

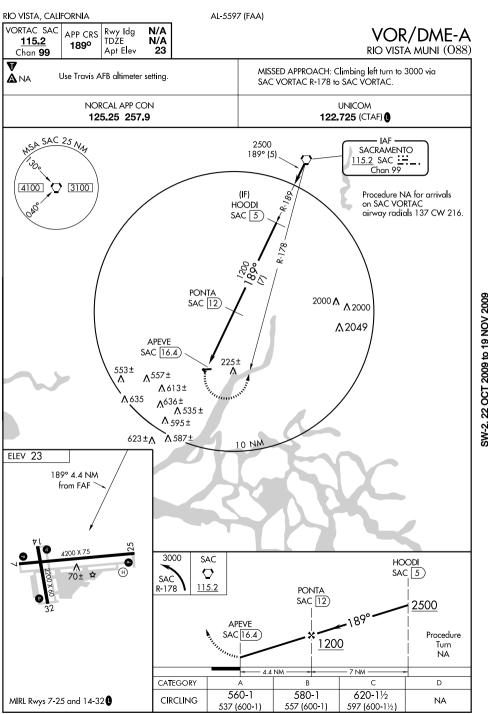


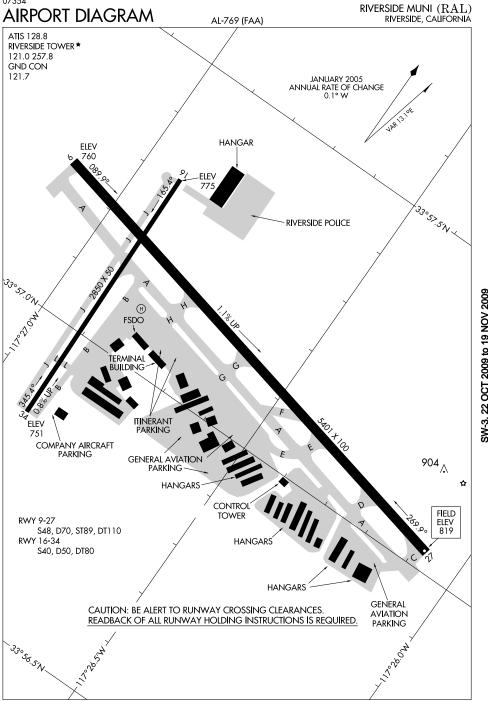


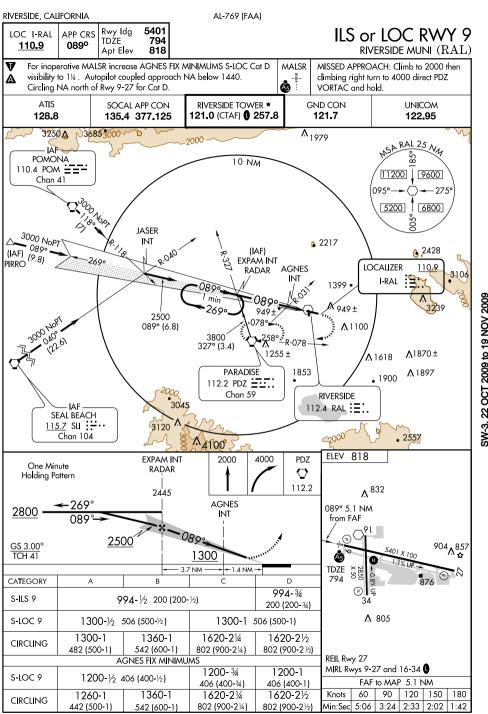




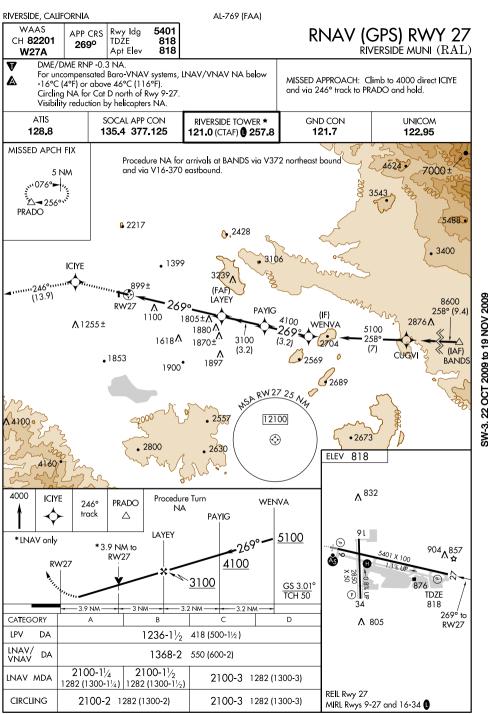


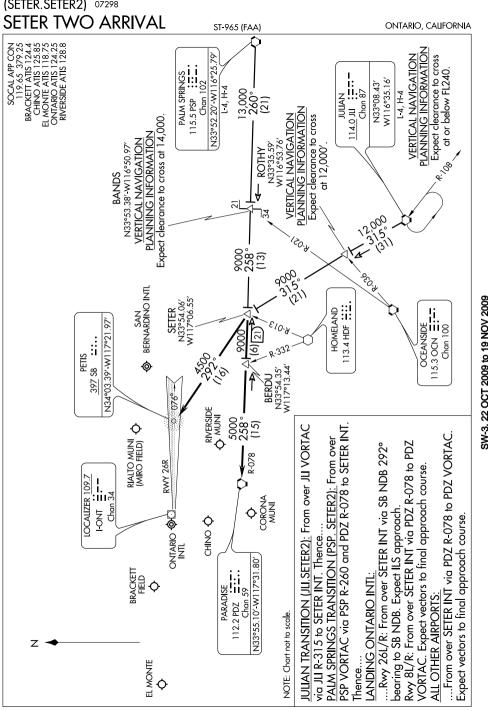


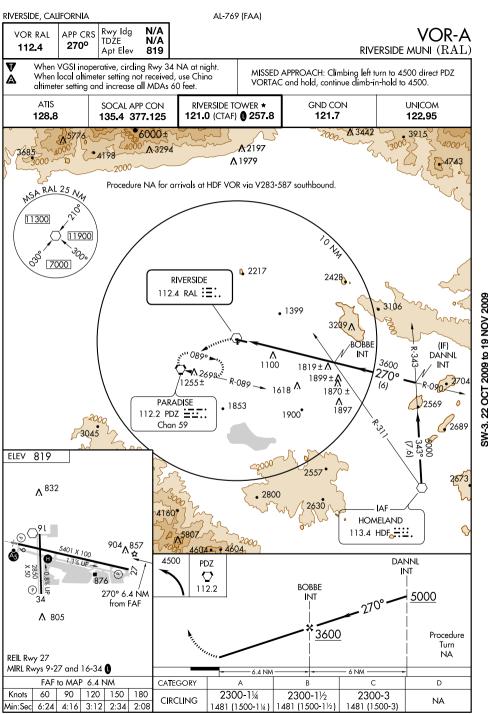


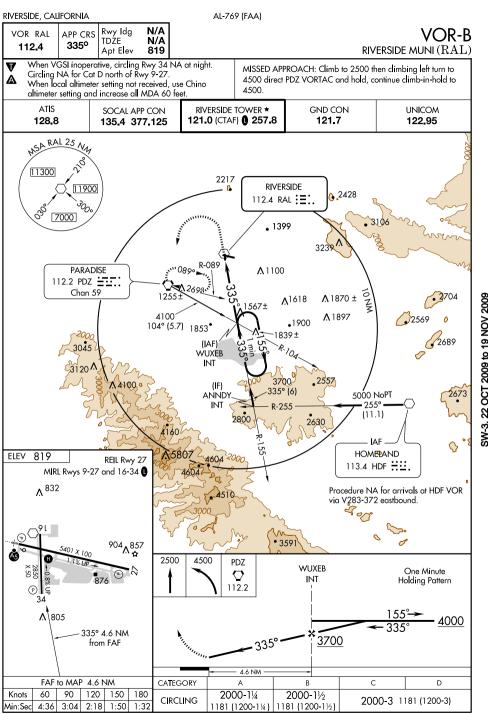


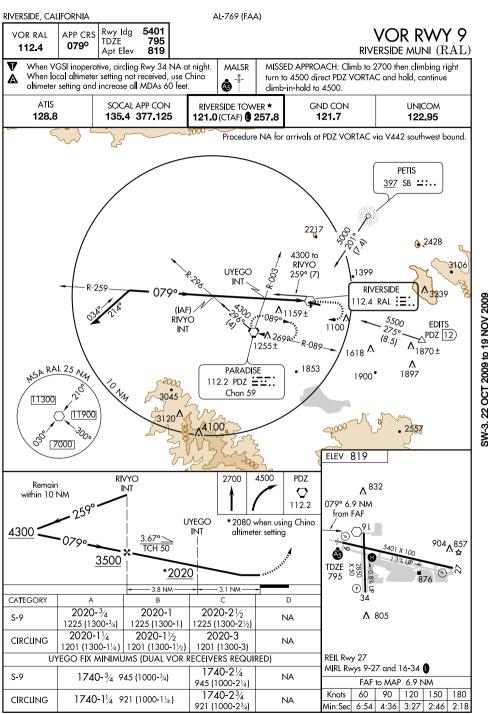
RIVERSIDE, CALIFORNIA AL-769 (FAA) WAAS Rwy Ida 5401 RNAV (GPS) RWY 9 APP CRS CH 50203 TDŹE 795 0890 RIVERSIDE MUNI (RAL) Apt Elev W09A 819 Circlina NA for Cat D north of Rwy 9-27. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). MISSED APPROACH: Climb to MALSR When local altimeter setting not received, use Chino altimeter setting and 6000 direct JKUB and via increase all DAs/MDAs 60 feet, and LPV and LNAV/VNAV all visibilities ¼ mile. 120° track to HDF VOR and hold, VDP and Baro-VNAV NA when using Chino altimeter setting. continue climb-in-hold 6000 When VGSI inoperative, circling to Rwy 34 NA at night. For inoperative MALSR, increase LPV all Cats visibility to 11/4. When using Chino altimeter setting increase LPV all Cats visibility to 11/2. ATIS SOCAL APP CON RIVERSIDE TOWER ★ GND CON UNICOM 135.4 377.125 128.8 121.0 (CTAF) 0 257.8 121.7 122,95 (IAF) Procedure NA for arrivals on POM VORTAC airway radials 073 CW 112. POMONA Procedure NA for arrivals at PRADO via V16-370 westbound, and arrivals at 3300 POM PIRRO via V186 northwest bound. 1/20 a 2217 **2428** 3300 (IF) 089 JASÉR (IAF) (9.8) (FAF) 2500 OVUĆU 3106 0890 1399 PIRRO (6.6) 3300 RW09 103A° 6.1 **^**.1619± SW-3, 22 OCT 2009 to 19 NOV 2009 1079± 1618 A 10.20 A 10. **∧** 1255 ± (IAF) 2704 PRADO Λ 1870 ± SARW09 25 Ny 2569 . 1853 11900 2689 **( HOMFLAND** 2800 **HDF** ELEV 819 4160 5 NM 6000 Procedure JIKUB HDF Turn JASER 120° ۸ <sup>832</sup> NA track OVUCU 089° to 3300 \* LNAV only **RW09** \*3 NM to 0890 9 L I **RW09** 904<sub>A</sub>857 RW09 2500 GS 3.00° 2850 X 50 TDZE TCH 41 795 6.6 NM 2.3 NM 3 NM P É CATEGORY 34 IPV 1120-3/4 DA 325 (400-34) A 80.5 LNAV/ DΑ 1473-2 678 (700-2) VNAV 1760-1 1760-3/4 LNAV MDA 1760-2<sup>1</sup>/<sub>2</sub> 965 (1000-2<sup>1</sup>/<sub>2</sub>) 965 (1000-34) 965 (1000-1) REIL Rwy 27 1760-11/2 1760-11/4 CIRCLING 1760-3 941 (1000-3) MIRL Rwys 9-27 and 16-34 941 (1000-11/4) 941 (1000-11/2)

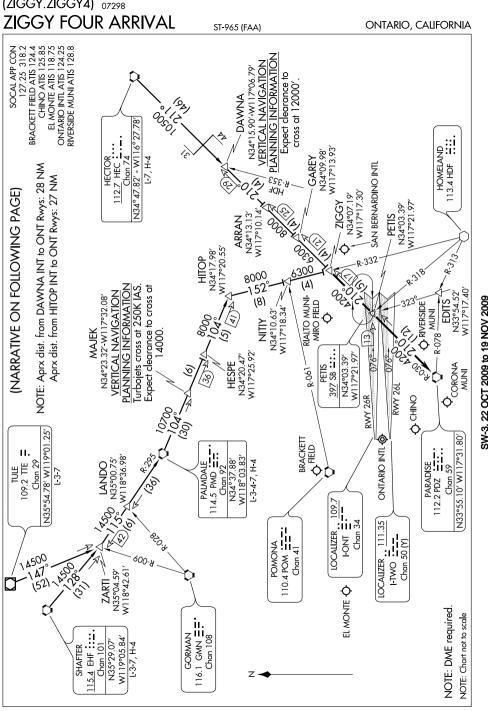












(ZIGGY.ZIGGY4) 06159 ZIGGY FOUR ARRIVAL

ST-965 (FAA)

ONTARIO, CALIFORNIA

## ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.ZIGGY4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to ZIGGY INT. Thence . . . .

PALMDALE TRANSITION (PMD.ZIGGY4): From over PMD VORTAC via PMD

R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . . SHAFTER TRANSITION (EHF.ZIGGY4): From over EHF VORTAC via EHF R-128 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

TULE TRANSITION (TTE.ZIGGY4): From over TTE VOR/DME via TTE R-147 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to 7IGGY INT. Theorem

R-332 to ZIGGY INT. Thence . . . .

## LANDING ONTARIO INTL:

.... RWY 8L/R: From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.

. . . . RWY 26 L/R: From over ZIGGY INT via direct PETIS NDB or PDZ R-030 to PETIS INT; expect radar vectors for ILS approach.

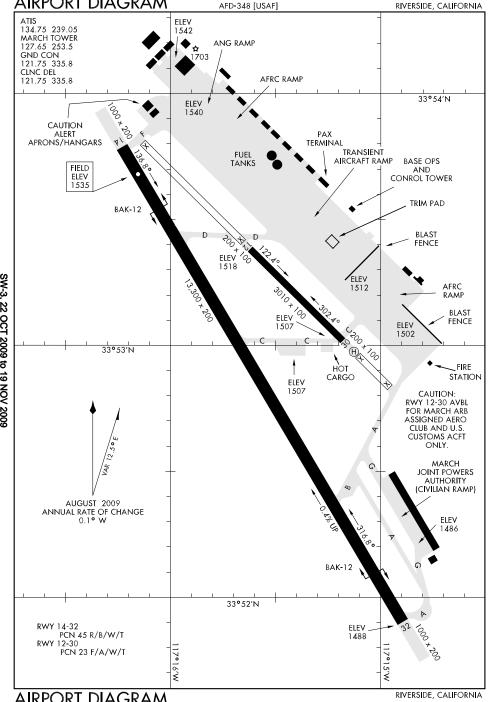
## ALL OTHER AIRPORTS:

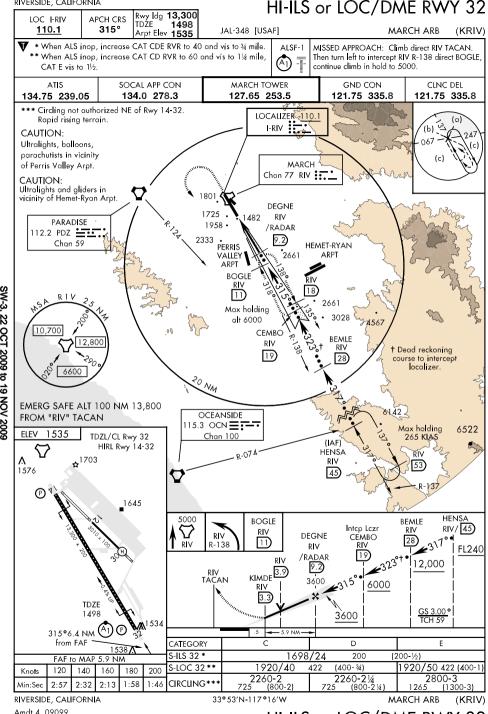
.... From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course

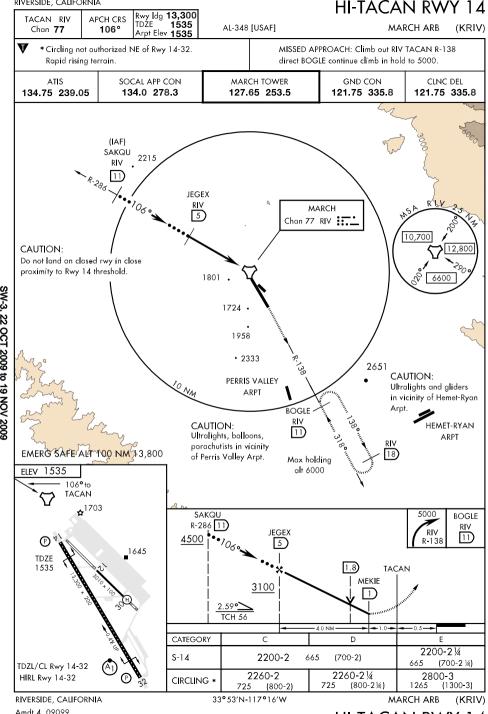
to final approach course.

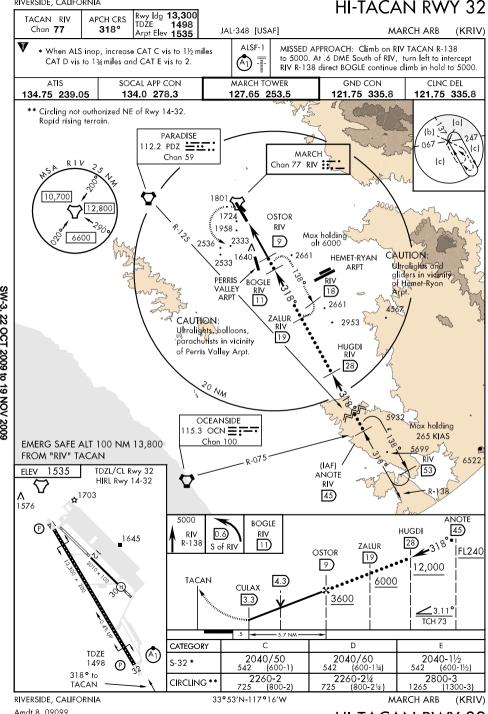
<u>LOST COMMUNICATIONS:</u> For Rialto, California, NDB-A approach, proceed from PDZ VORTAC via PDZ R-078 to EDITS INT, maintain 4200'.

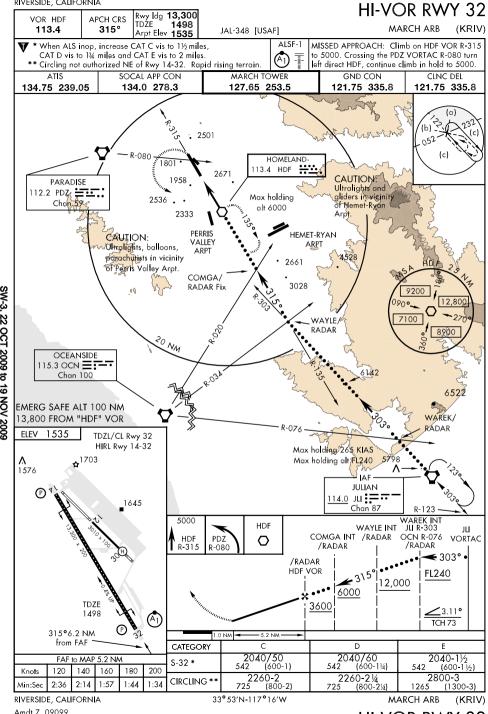
SW-3, 22 OCT 2009 to 19 NOV 2009

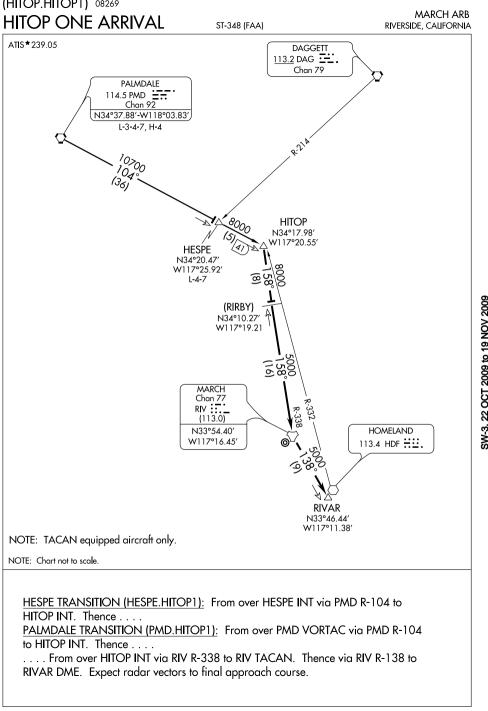


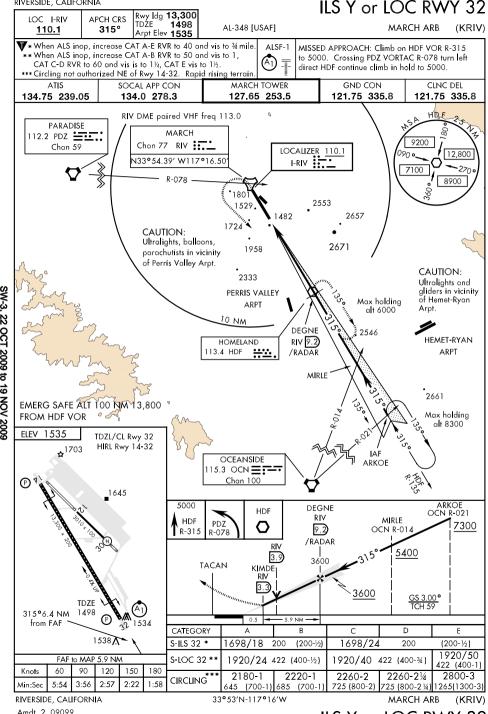


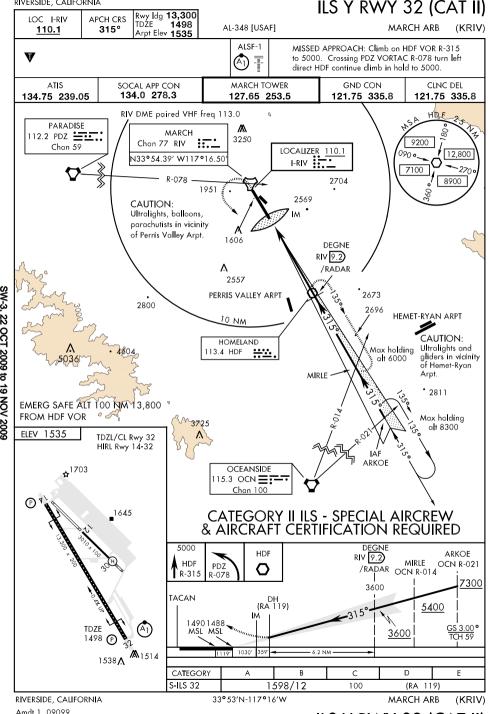










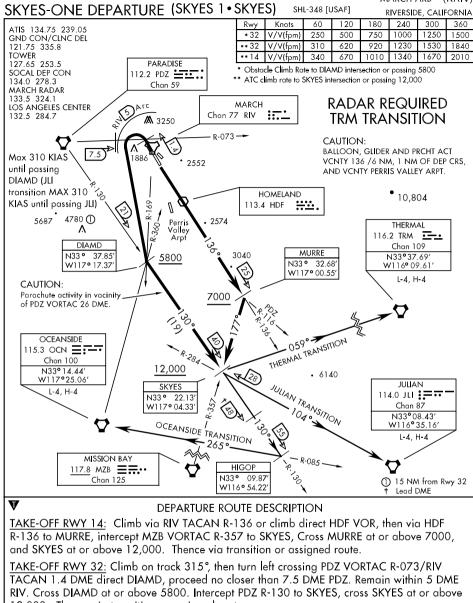


RIVERSIDE, CALIFORNIA				ILS Z or LOC/DME RWY 32					
LOC I-RIV 110.1	APCH CRS 315°	Rwy Idg 13, TDZE 14 Arpt Elev 15	98	AL-348 [USAF				ARCH ARB (K	
* When ALS in ** When ALS in CAT CD RVR	to 50 and vi	s to 1 mile,	☎ा	TACAN, then t	SSED APPROACH: Climb direct RIV CAN, then turn left to intercept RIV R-138 ect BOGLE, continue climb in hold to 5000.				
ATIS	ATIS SOCAL APP			CON MARCH TOWER			GND CON C		
134.75 239.05 134.0 27		34.0 278.3	3.3 127.65 253.5		53.5	121.75 335.8		121.75 335.8	
*** Circling not au RWY 14-32. Rapidl	thorized NE ly rising terro	of nin. MARC Chon 77 RIV	/ <b>!:.</b> -	801 1529	LOCALIZER I-RIV	110.1		10,700 12,8 \$\frac{10,700}{6600}\$	AN 100
	\			1958 148	2				25
My wy	\		PER	. 2333		DEGNE RIV /RADAR	U 2661 <sub>in</sub>	AUTION: Itralights and glid vicinity of Heme yan Arpt.	
ET SO	2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 -	ا ج	CAUTION: Ultralights, l parachutists	balloons, in vicinity	BOGLE / RIV		546 I DEHAM RIV 15.2	HEMET-RYAN AR	:PT
EMERG SAFE AT	T 100 NM	123	of Perris Va	lley Arpt.	Max ho a <b>l</b> t 60		RIV	• 2661	:
FROM "RIV" TAC	TDZL/CL Rw HIRL Rwy 1	y 32	3			(IAF) CEMBO RIV	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Max holdi alt 8300	
D 1/4 €						_	F	1-135	<u>2</u> 6
	164		GOOO RIV RIV			<u>9</u> /R/	GNE ADAR I	RIV R-1 CEMB DEHAM 19 15.2)	)
		TDZE 1498	· · · · · · · · · · · · · · · · · · ·		31.	5°	360	5500   	
	INM P	1534 CA	TEGORY	0.5 A	5.9 NM – B	C	1	D E	
from F	AF 1538 <b>(</b> \)	S-II	LS 32 *	1698/18	200 (200-)			200 (200-)	_
	AP 5.9 NM		OC 32 **	1920/24	422 (400-1/2		20/40 (400-¾)	19 <b>2</b> 0/ 422 (40	
Knots 60 90 Min:Sec 5:54 3:5		50 180 22 1:58 CIR	RCLING***	2180-1	2220-1	2260-2		0-21/4 2800	
RIVERSIDE, CALIFOR		1.50		645 (700-1) °53′N-117°1		11 / 25 (800-		00-2¼) 1265(13 ARCH ARB(K	
Amdt 2 09099	/ 1			5511117 1			·/~	T BLACK	

SW-3, 22 OCT 2009 to 19 NOV 2009

(PMD.MARCH4) 08157 MARCH ARB MARCH FOUR ARRIVAL RIVERSIDE, CALIFORNIA ST-348 (FAA) MARCH APP CON★ 133.5 324.1 ATIS \* 239.05 DAGGETT MAJEK 113.2 DAG ..... N34°23.32′-W117°32.08′ \_ Chan 79 TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION 10>00 Expect to cross at 14000 101 HITOP PALMDALE 161/36) N34°17.98′-W117°20.55′ 114.5 PMD = ... Chan 92 TURBOJET VERTICAL NAVIGATION N34°37.88′-W118°03.83′ PLANNING INFORMATION L-3-4-7, H-4 41/2 Expect to cross at 12000 **HESPE** N34°20.47′ W117°25.92' PASKO N34°12.31′ W117°18.84′ R-057 CAJON N34°05.40′ R-073 W117°16.76′ POMONA 110.4 POM ---BERDU R-078 -N33°54.35' Chan 41 W117°13.44′ 0 **PARADISE** 112.2 PDZ ---Chan 59 **HOMELAND** 113.4 HDF ∷∴ N33°46.58′-W117°11.12′ NOTE: VOR equipped aircraft only. NOTE: Chart not to scale. From over PMD VORTAC via PMD R-104 to HITOP INT. Thence via HDF R-332 to HDF VOR. Expect VOR approach or vector to intercept ILS Rwy 32.

SW-3, 22 OCT 2009 to 19 NOV 2009



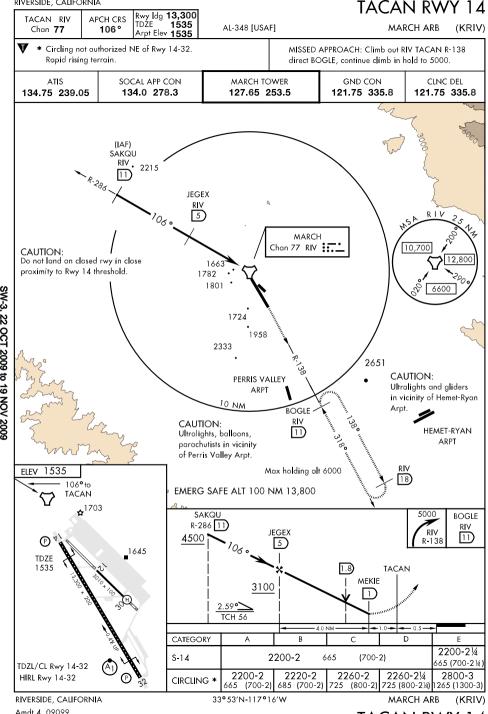
12,000. Thence via transition or assigned route.

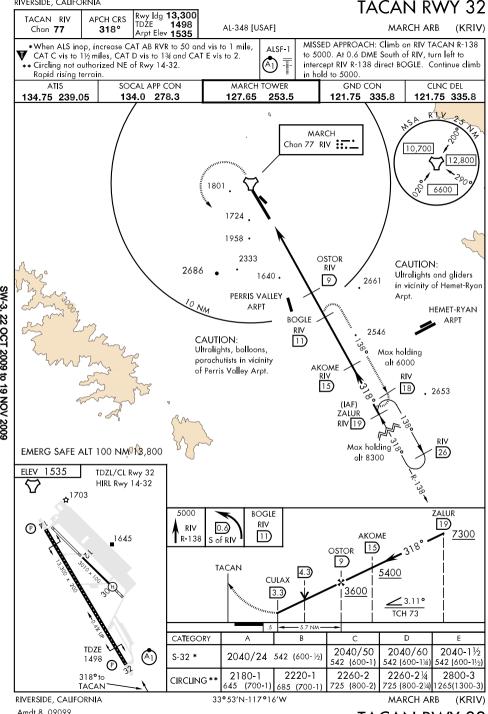
SW-3, 22 OCT 2009 to 19 NOV 2009

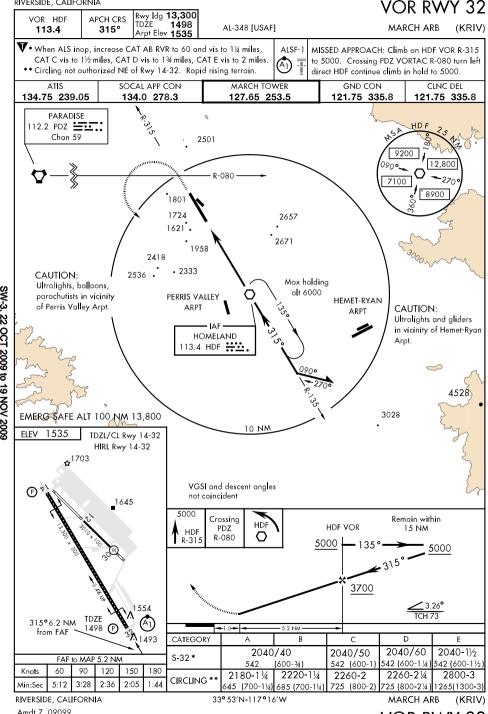
JULIAN TRANSITION (SKYES 1 • JLI): JLI VORTAC R-284 direct JLI. MAX 310 KIAS until passing JULIAN VORTAC

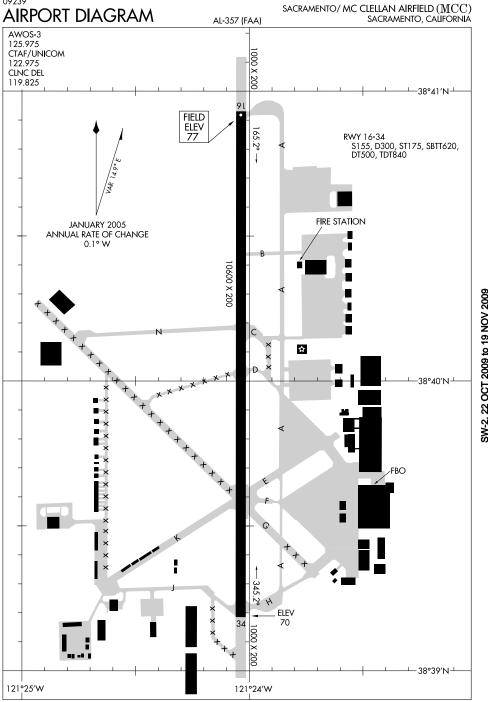
OCEANSIDE TRANSITION (SKYES 1 • OCN): Via SKYES direct HIGOP intercept OCN VORTAC R-085 to OCN.

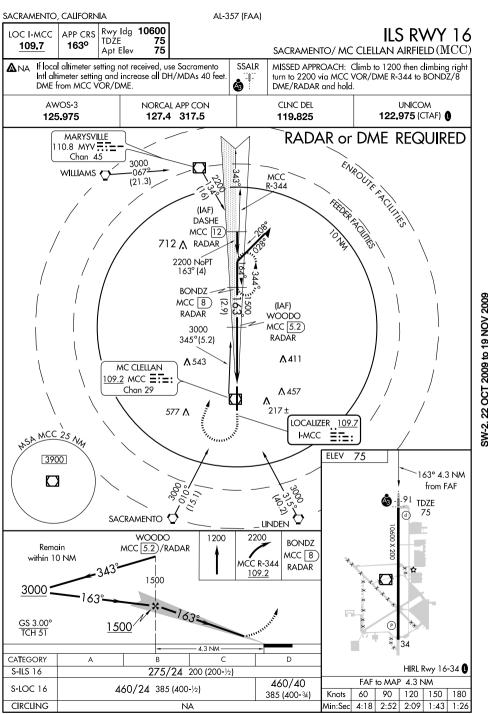
THERMAL TRANSITION (SKYES 1 • TRM): TRM VORTAC bearing 059° to TRM (Radar required)

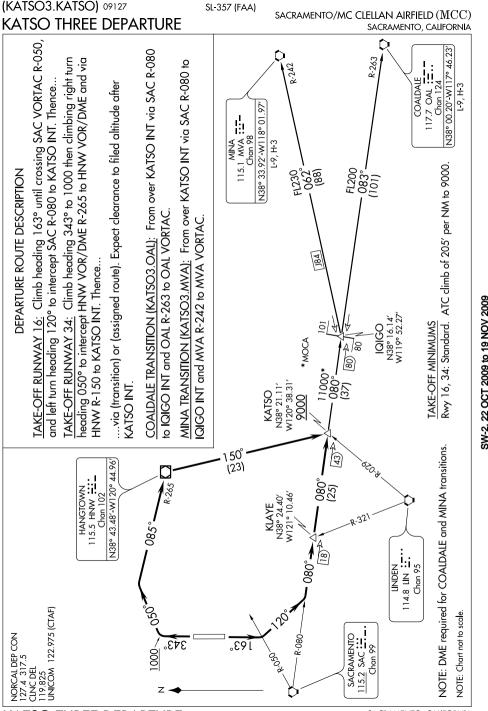


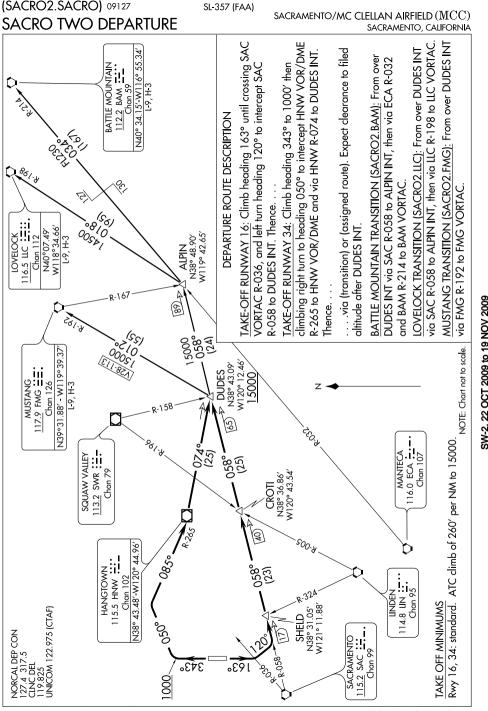


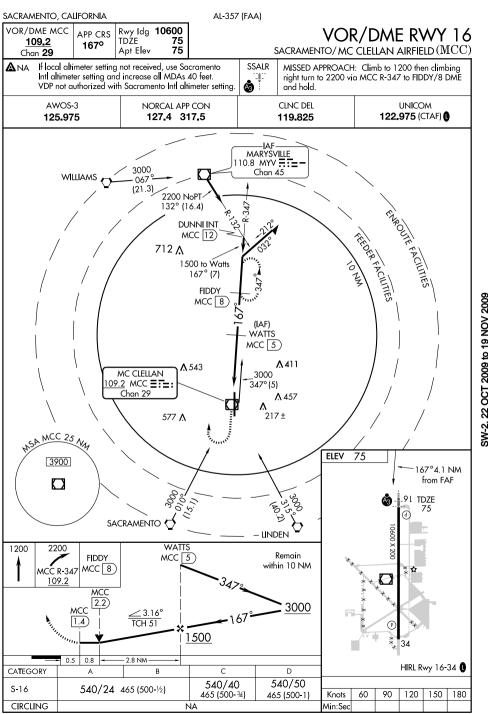


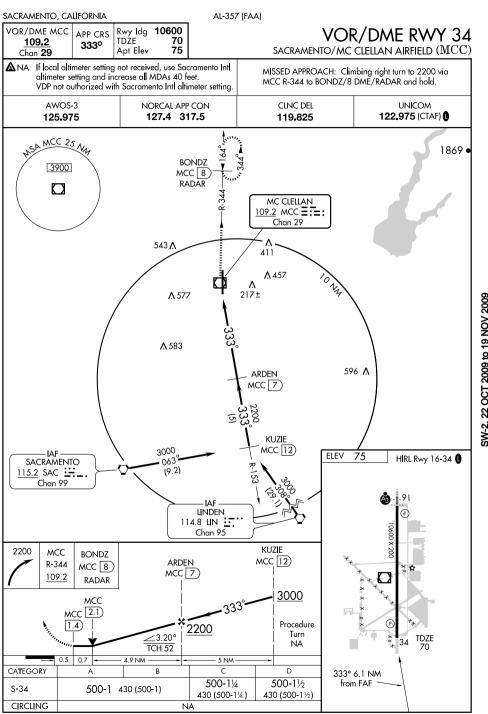


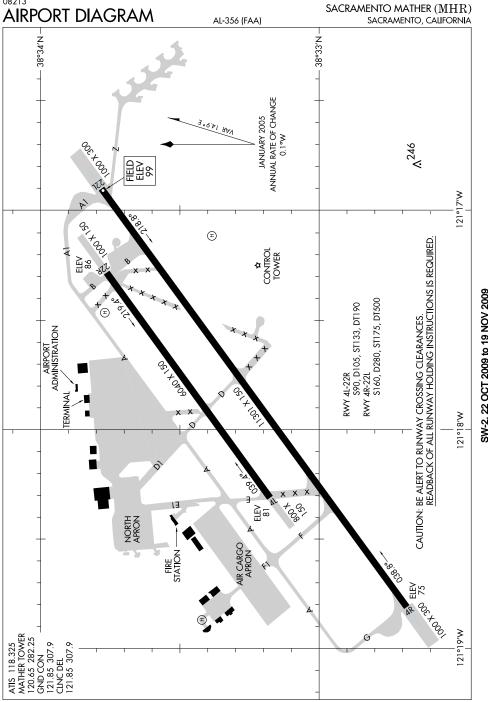


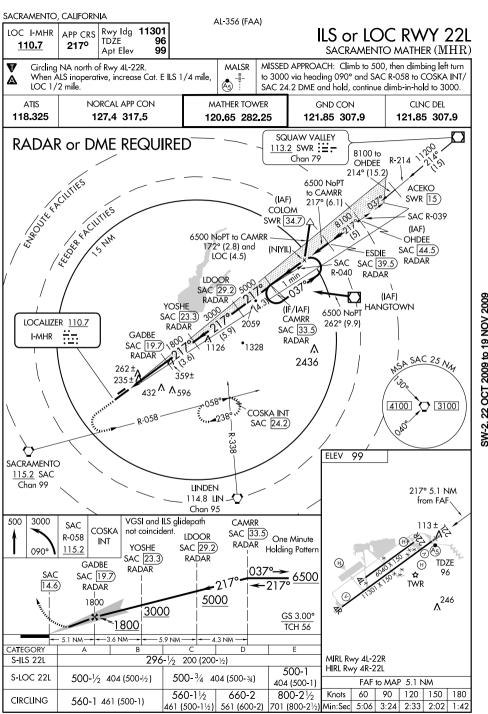




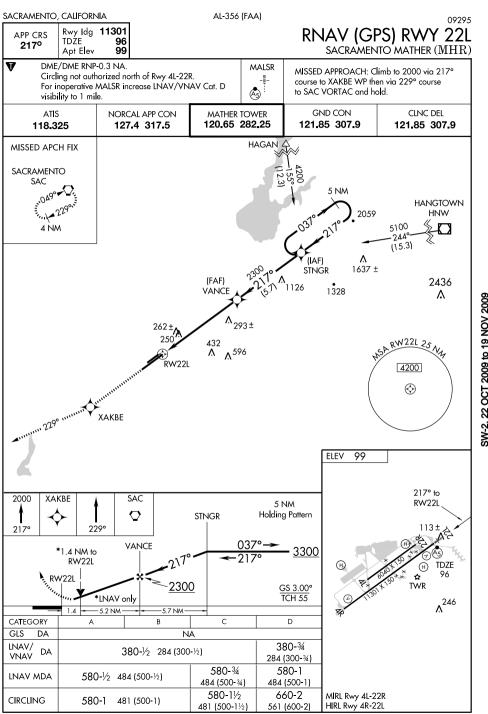


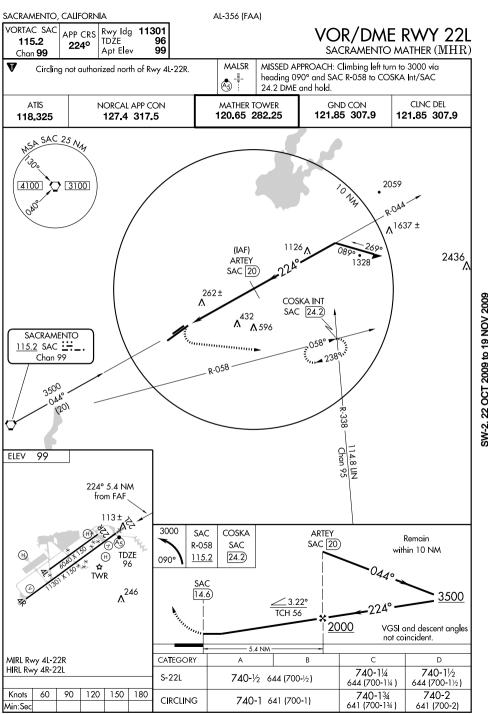


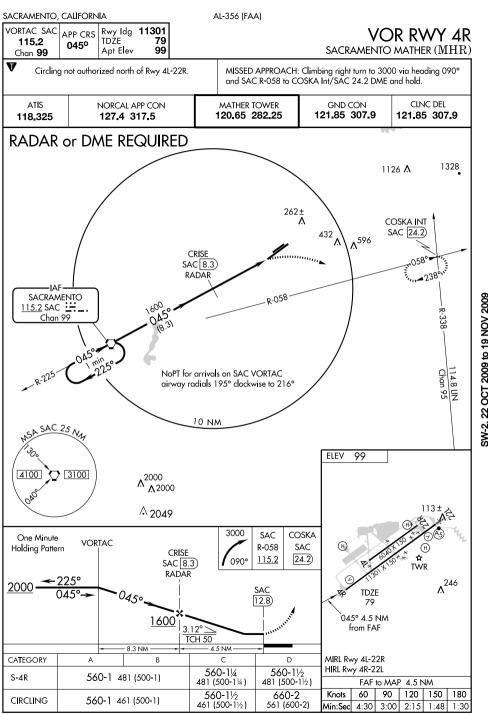


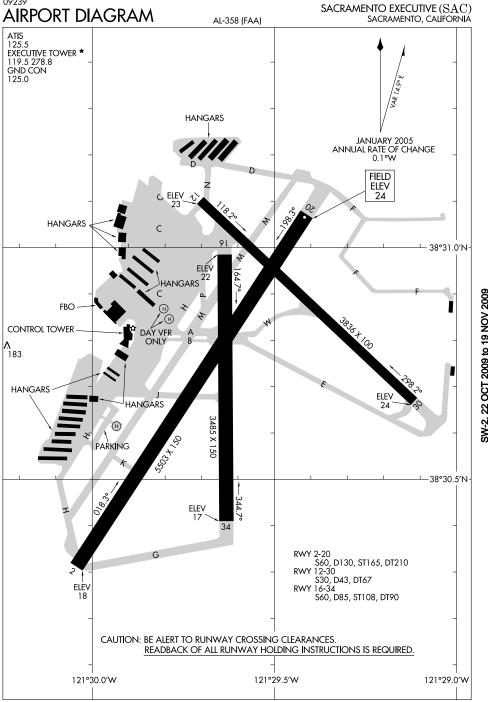


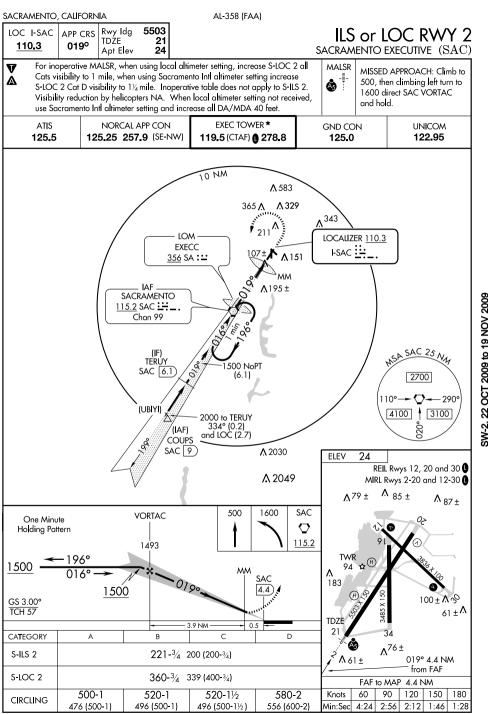
SACRAMENTO,	CALIFORNIA			AL-356 (FA	۵)				
WAAS CH <b>45601</b> <b>W04A</b>	APP CRS <b>037°</b>	Rwy Idg <b>1</b> TDZE Apt Elev	1301 79 99			R	RNAV (GPS SACRAMENTO		
■ DME/DME RNP- 0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Circling NA north of Rwy 4L-22R.  MISSED APPROACH: Climb to 3300 direct STNGf and hold.								TNGR	
ATIS 118.325		PRCAL APP CC 27.4 317.5		MATHER <b>120.65</b>			GND CON 121.85 307.9	CLNC D 121.85 3	
Procedure NA	A for arrivals a	t SAC VORTA	.C on airw	vay radials 021 CW	V 137.	<b>,</b>	ST	5 NA	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
							araria.	۸ <sub>1126</sub>	1328
				114± (FAF)	, KA	62± <mark>/\</mark> 	432 A A <sup>596</sup>		
PIVSE 3000 	(IAF SACRAM SAC	0310 2110	1 , 20° (	ZISES A 22	24±		454	3900 ③	
		4 NM			AF) LTS		ELEV 99		
4 NM Holding Patte	ern LOGYI	<b>!</b>			3300	STNGR		113±	. <u>.</u>
<u>2000</u> <del>← 2</del>	217° )37°→	<i>_03&gt;</i> •	ZISES	*1.1 NM to RW04R ;	* LN o W04R	NAV only	(H)		A-5-
GS 3.00° TCH 50		1400		<b>Y</b> ,			(2) (1301×15	5** <b>☆</b> TWR	\ <sup>246</sup>
CATEGORY	A	6.1 NM-	B	2.9 NM — 1.1 N	MA-	D	79 TDZE	,	.,
LPV DA		32	29-¾	250 (300-¾)			] \		
LNAV/ DA			373-1 2	294 (300-1)			037° to RW04R		
LNAV MDA	480-1	401 (400	-1)	480-11/4 4	01 (400	)-1¼)	1		
CIRCLING	560-	1 461 (500-	1)	560-1½ 461 (500-1½)		60-2 (600-2)	MIRL Rwy 4L-22R HIRL Rwy 4R-22L		

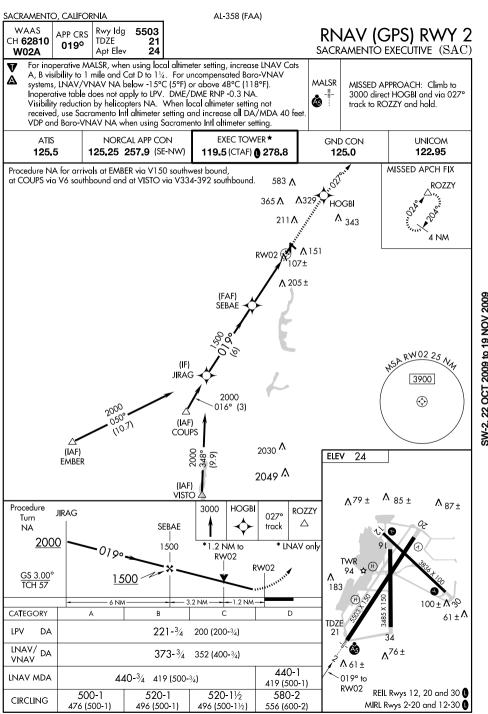


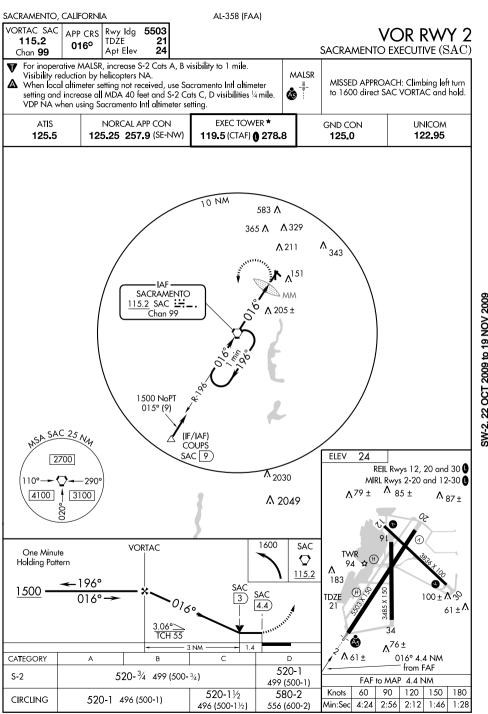


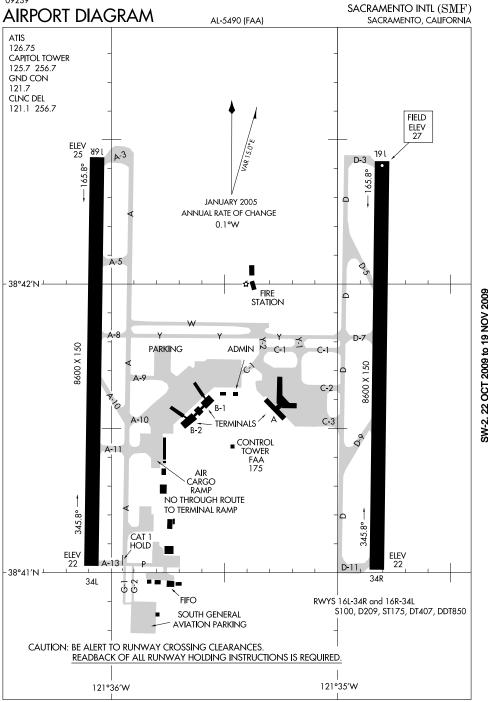


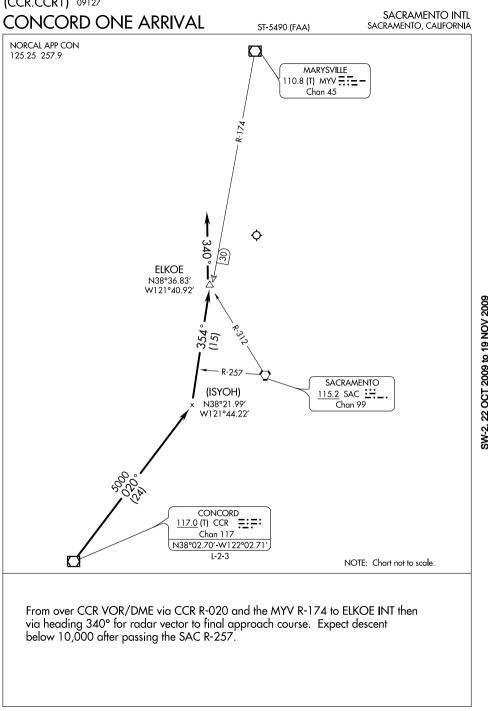


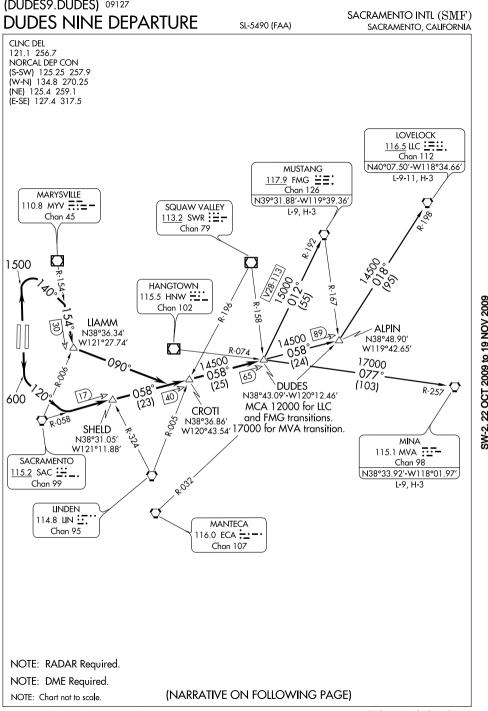












## SW-2 22 OCT 2009 to 19 NOV 2009



## DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 16L/R: Maintain runway heading until 600', then turn left

to a 120° heading to intercept and proceed via the SAC R-058 to DUDES INT. then via (transition) or (assigned route). Expect further clearance to filed altitude after CROTHINT. TAKE-OFF RUNWAYS 34L/R: Maintain runway heading until 1500', then turn

right to a 140° heading to intercept and proceed via the MYV R-154 to LIAMM INT, then turn left to a 090° heading to intercept and proceed via the SAC R-058 to DUDES INT, then via (transition) or (assigned route). Expect further clearance to filed altitude after CROTLINT.

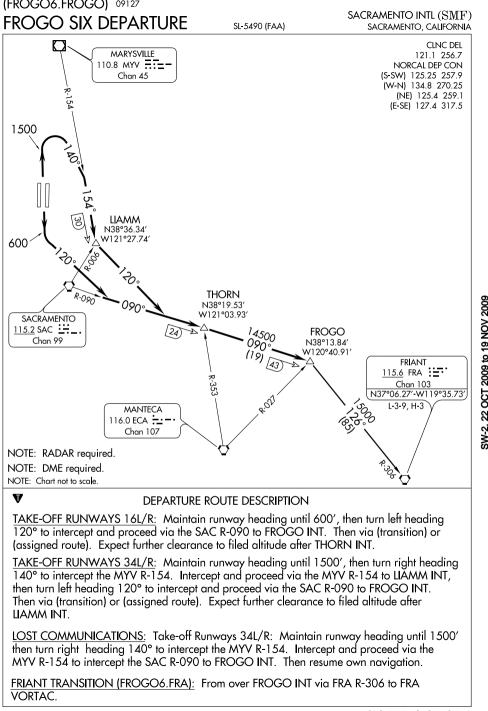
LOST COMMUNICATIONS: Take-off runways 34L/R: Maintain runway heading

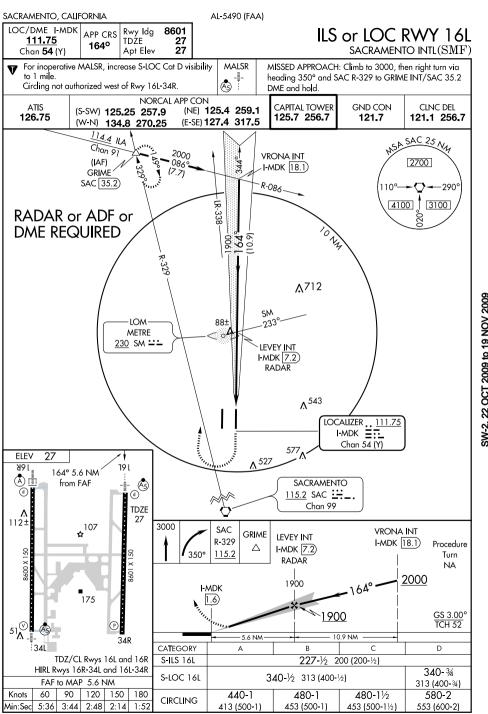
until 1500', then turn right heading 140° to intercept and proceed via the MYV R-154 to intercept and proceed via the SAC R-058 to DUDES INT. Then resume own navigation. LOVELOCK TRANSITION (DUDES9.LLC): From over DUDES INT via the SAC R-058

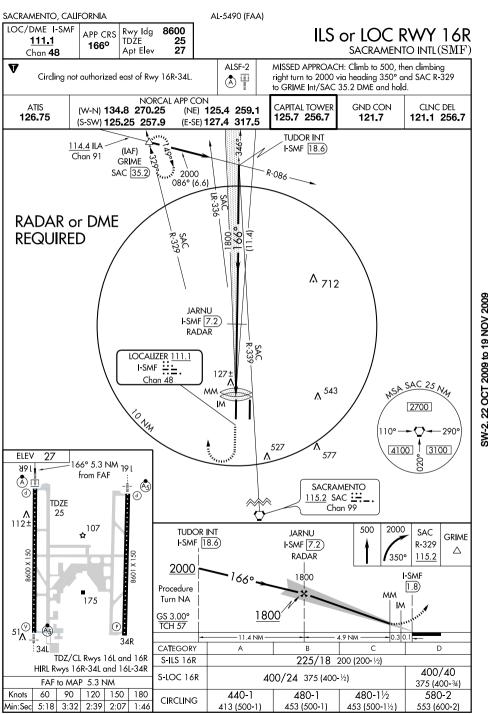
and the LLC R-198 to LLC VORTAC. MINA TRANSITION (DUDES9.MVA): From over DUDES INT via the MVA R-257 to MVA VORTAC.

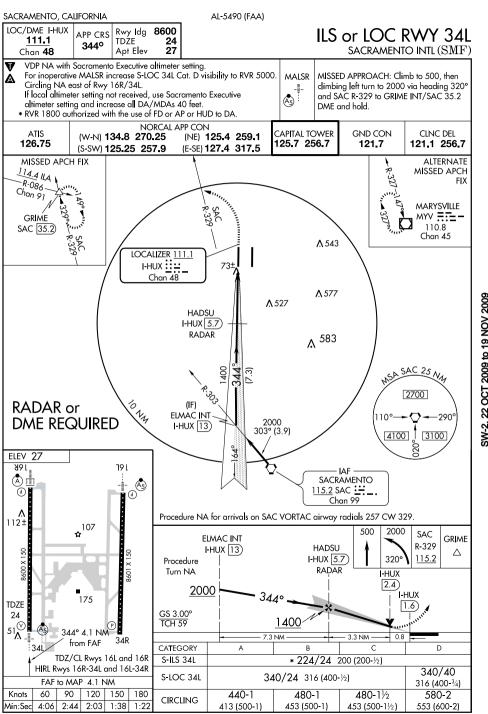
MUSTANG TRANSITION (DUDES9.FMG): From over DUDES INT via the FMG R-192 to FMG VORTAC

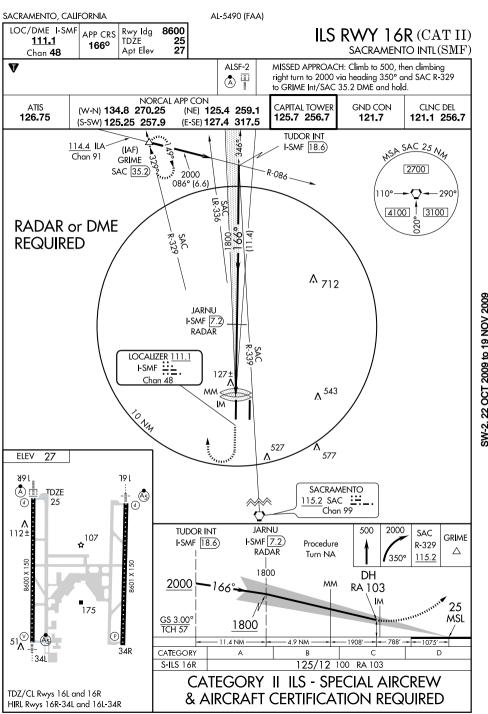
(SWK.FLUNK3) 09127 SACRAMENTO INTL FLUNK THREE ARRIVAL SACRAMENTO, CALIFORNIA ST-5490 (FAA) NORCAL APP CON 120.45 353.7 SQUAW VALLEY 113.2 SWR ::-Chan 79 N39°10.82′-W120°16.18′ L-9. H-3 TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION MARYSVILLE Expect clearance to cross at or below 110.8 (T) MYV = == FL 240. Chan 45 11000 236° (36) 5000 **FLUNK** N38°59.55' W121°00.09′ 255° **TENCO** N38°53.47' SW-2 22 OCT 2009 to 19 NOV 2009 W121°23.24′ LOCALIZER ... 111.1 Chan 48 LOC/DME SACRAMENTO 115.2 SAC ::-\_ Chan 99 LINDEN 114.8 LIN **:**-. Chan 95 NOTE: Chart not to scale. From over SWR VOR/DME via SWR R-236 to TENCO INT. Depart TENCO INT. heading 255° for vector to final approach course. Expect descent below 10000' passing FLUNK INT.

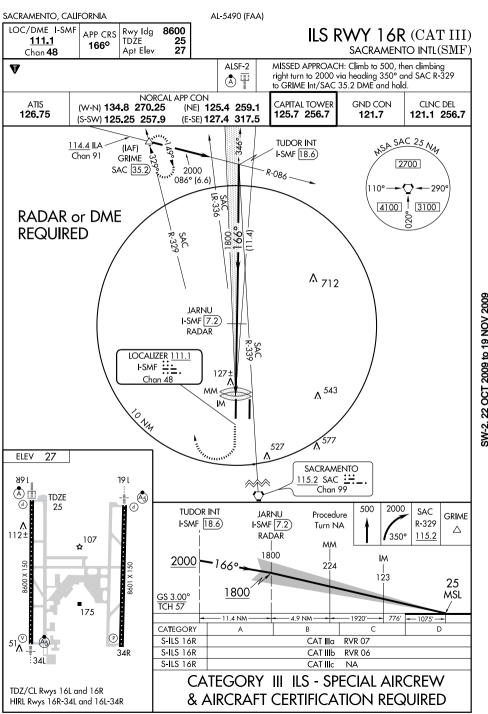


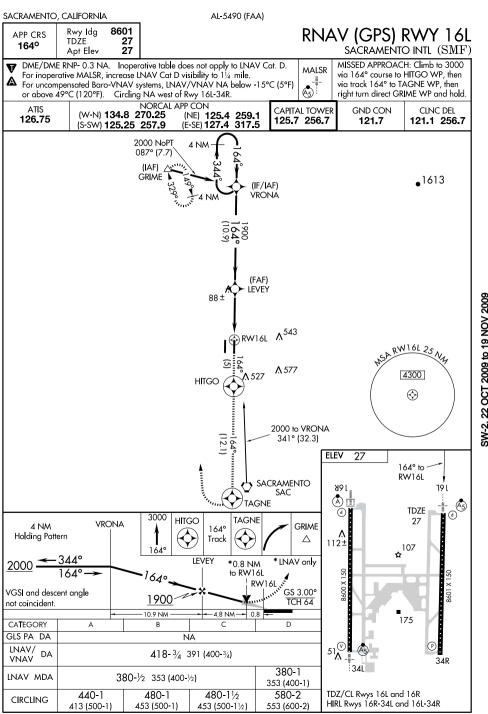


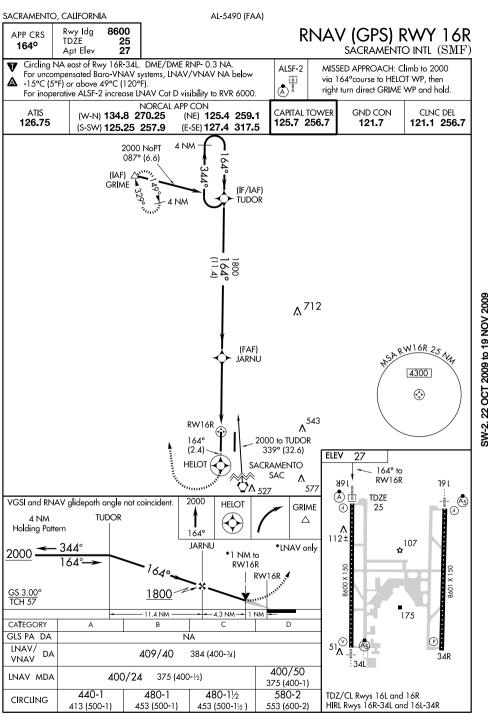


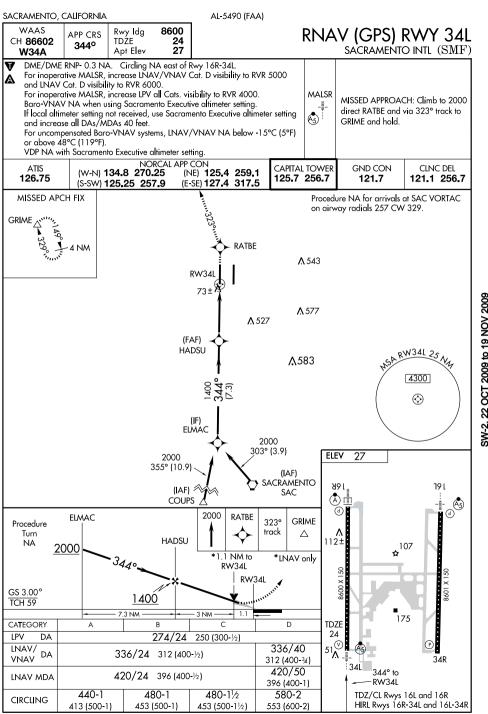


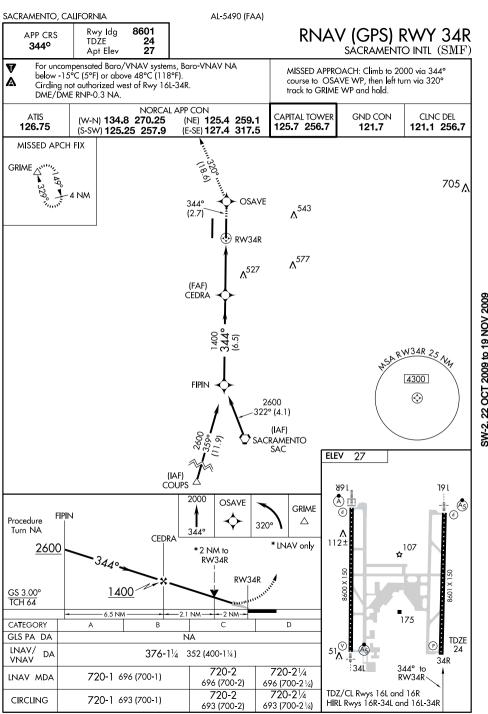












(IUDOR.IUDORI) 09127 SACRAMENTO INTL TUDOR ONE ARRIVAL SACRAMENTO, CALIFORNIA ST-5490 (FAA) ATIS 126.75 **LAKEVIEW** NORCAL APP CON 112.0 LKV ::: 120.45 353.7 KLAMATH FALLS Chan *57* 115.9 LMT ==-\* N42°29.57′-W120°30.43′ Chan 106 L-11. H-3 N42°09.19′-W121°43.65′ (OXIHU) L-2. H-3 N41°30.24′ W121°06.12′ (OWLEK) N40°26.47' W121°43.17' 159° **RED BLUFF EWOKS** 115.7 RBL ::: Chan 104 N40°21.48′ W121°42.75′ N40°05.93′-W122°14.18′ [5] L-2. H-3 24 SW-2 22 OCT 2009 to 19 NOV 2009 LOMBO N39°57.50′ W121°40.69′ 91 BOWLS N39°30.55′-W121°38.40′ TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION Expect to cross at 12000'. (PUJWO) N39°22.26′ W121°42.55' WILLIAMS PIECH 114.4 ILA **:≟**·· N39°14.57′ W121°37.06′ Chan 91 48 N39°04.27′-W122°01.63′ R-044 L-2-3 2000 .1.59 (1.5) 2500 0868 (21) TUDOR N38°59.19' W121°35.79′ 19 METRE RWY 16R 230 SM ::-N38°47.70′ W121°35.96' **SACRAMENTO** 115.2 SAC :::\_ LOCALIZER ... 111.1 Chan 48 NOTE: DME required. (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

TUDOR ONE ARRIVAL ST-5490 (FAA)

SACRAMENTO INTL SACRAMENTO, CALIFORNIA

ARRIVAL DESCRIPTION

## ARRIVAL DESCRIPTIO

KLAMATH FALLS TRANSITION(LMT.TUDOR1): From over LMT VORTAC via LMT R-163 and SAC R-339 to TUDOR INT. Thence . . . .

LAKEVIEW TRANSITION (LKV.TUDOR1): From over LKV VORTAC via LKV R-185 and SAC R-339 to TUDOR INT. Thence . . . .

RED BLUFF TRANSITION (RBL.TUDOR1): From over RBL VORTAC via RBL R-133 and SAC R-339 to TUDOR INT. Thence . . . .

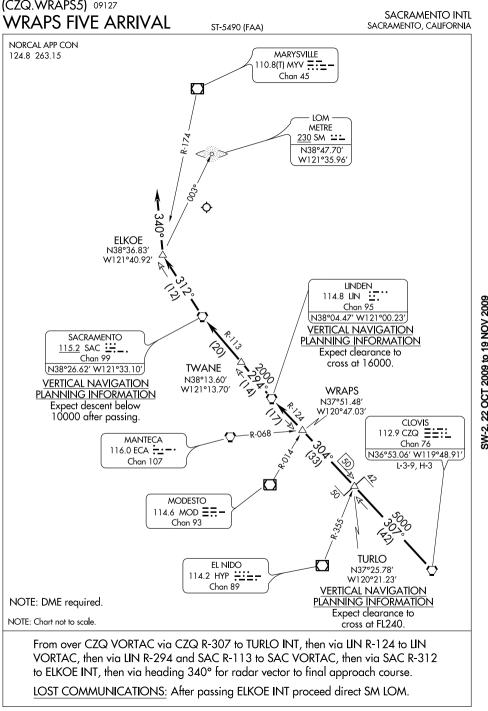
WILLIAMS TRANSITION (ILA.TUDOR1): From over ILA VORTAC via ILA R-086 to TUDOR INT. Thence . . . .

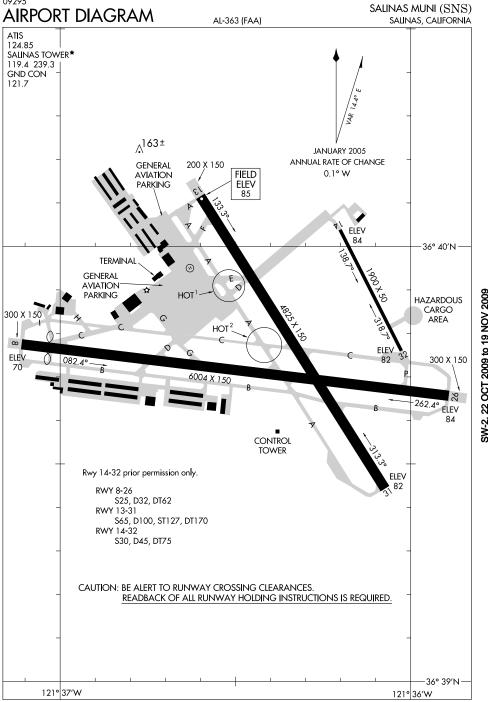
R-086 to TUDOR INT. Thence . . . .
. . . . From over TUDOR INT via I-SMF RWY 16R localizer course to SM LOM.

Funcet II S PMOV 14P approach

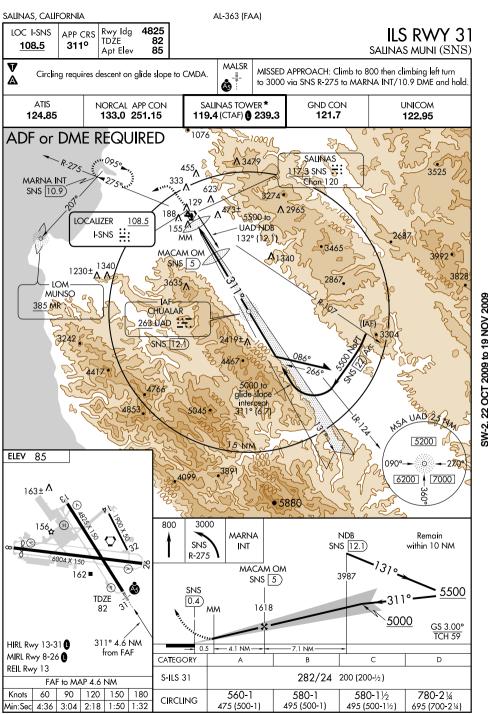
Expect ILS RWY 16R approach.

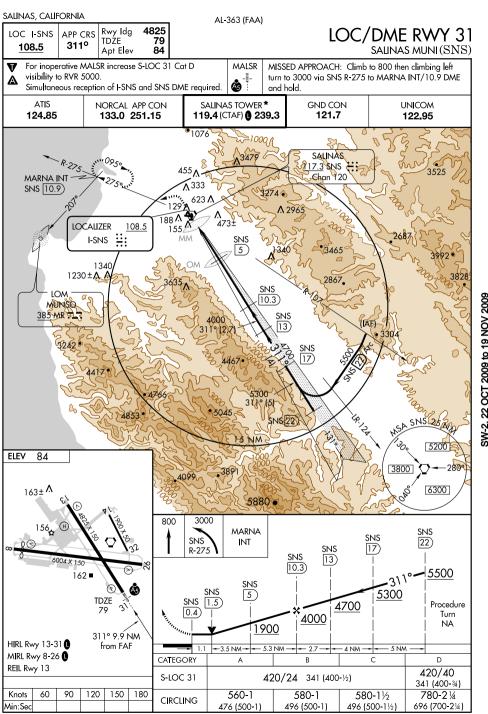
SW-2, 22 OCT 2009 to 19 NOV 2009

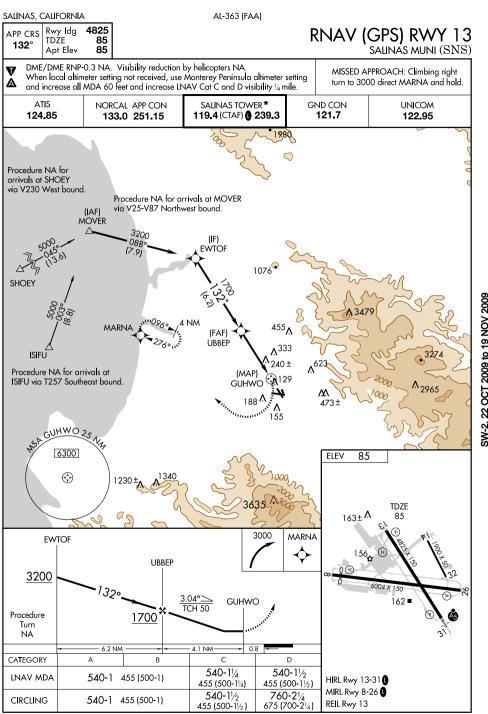




(CHLN2.SNS) 08157 SALINAS MUNI (SNS) CHALONE TWO DEPARTURE SL-363 (FAA) SALINAS, CALIFORNIA ATIS 124.85 GND CON 121.7 239.3 SAN JOSE NORCAL DEP CON 114.1 SJC :::=-133.0 251.15 Chan 88 CTAF 119.4 N37°22.48′-W121°56.68′ 1-2-3 SALINAS WOODSIDE 113.9 OSI ... 117.3 SNS **∷** Chan 86 Chan 120 N37°23.55′-W122°16.88′ N36°39 83' L-2-3, H-3 W121°36.19' PANOCHE L-3, H-3 112.6 PXN :::-Chan 73 N36°42.93′-W120°46.72′ L-3. H-3 PRIEST CHUALAR 110.0 ROM == 263 UAD ::-SW-2 22 OCT 2009 to 19 NOV 2009 N36°29.46′-W121°28.50′ R-221 SARDO N36°05 24' AVENAL W120°47.59' 117.1 AVE :---L-3 Chan 118 **BIG SUR** N35°38.82′-W119°58.72 114.0 BSR .... L-3-7, H-4 PASO ROBLES Chan 87 114.3 PRB :=:. N36°10.88-W121°38.53' Chan 90 L-3, H-4 **FILLMORE** 112.5 FIM <u>∷</u> Chan 72 N34°21.40′-W118°52.88′ L-3-4-7, H-4 NOTE: Rwys 8, 13 departures require a minimum climb of 360' per NM to 6000'. Rwys 26, 31 departures: Cats A and B require minimum climb of 360' per NM to 6000'. Cats C and D require minimum climb of 550' per NM to 6000'. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION All aircraft climb outbound on the SNS R-114 (V248) to SARDO INT, then proceed on assigned route. Expect clearance to filed altitude five minutes after departure. TAKE-OFF RUNWAYS 8 and 31: Turn right within 1 mile to intercept and climb via SNS R-114. TAKE-OFF RUNWAYS 13 and 26: Turn left within 1 mile to intercept and climb via SNS R-114.







SALINAS, CALIFORNIA AI-363 (FAA) Rwy Ida 4825 RNAV (GPS) Y RWY 31 SALINAS MUNI (SNS) APP CRS TDŹE 82 312° 85 Apt Elev For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. MALSR MISSED APPROACH: Climb to 3000 V DME/DME RNP-0.3 NA. When local altimeter not received, use direct MAFAF and left turn via track A Monterey Peninsula altimeter setting and increase all MDA 60 feet 267° to MARNA and hold. and increase LNAV Cat C visibility to RVR 4000. SALINAS TOWER \* UNICOM NORCAL APP CON GND CON 124.85 133.0 251.15 119.4 (CTAF) 0 239.3 121.7 122.95 A 3479 1096° 4 NM <sup>455</sup>∧ ?>6% Λ<sup>333</sup> MARNA 623 A (MAR) **ÚGTA**C <sup>188</sup>∧ **∧** 473± 155 ^219± 2687 HEPIK 1340 (AAI) 2.4 NM to RANCK UGTAC Procedure NA for errivals at 22 OCT 2009 to 19 NOV 2009 RANCK via V87 East bound (FAF) 2867 • ľVUVÝ 3304 4417 (IF) ELEV 85 WİĞĞL (IAF) Procedure NA for arrivals at 7300 5045 BIG SUR G SUR 7800 BSR 027° (11 2.8) BSR VORTAC via V111 South bound. 163± ^ 3000 MAFAF MARNA Procedure Turn 267° NA WIGGL 156 TRK **HEPIK** IVUVY 6000 2.4 NM to <u>∠</u>3.30° UGTAC TCH 59 6004 X 150 **UGTAC** 162 3400 VGSI and descent 1140 **TDZE** angles not coincident. 82 0.5 2.4 NM -6.4 NM-9.1 NM D CATEGORY Α В 440/50 440/24 358 (400-1/2) HIRL Rwy 13-31 LNAV MDA 358 (400-1) MIRL Rwy 8-26 1 500-1 540-1 540-11/2 760-21/4 CIRCLING REIL Rwy 13 415 (500-1) 675 (700-21/4) 455 (500-1) 455 (500-11/2)

SALINAS, CALIFORNIA AI-363 (FAA) WAAS 4825 Rwy Ida RNAV (GPS) Z RWY 31 APP CRS 82 CH 69513 TDŹE 312° SALÍNAS MUNI (SNS) Apt Elev 85 W31A Baro-VNAV NA when using Monterey Peninsula altimeter setting. For uncompensated 

▼ Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 50°C (122°F). MALSR MISSED APPROACH: **å** Climb to 3000 direct MAFAF DME/DME RNP-0.3 NA. Circling requires descent on glidepath to MDA. When local altimeter not received, use Monterey Peninsula altimeter setting and increase all DA and left turn via track 267° to MARNA and hold. 53 feet and all MDA 60 feet and LNAV/VNAV all Cats visibility to RVR 5000 and increase circling Cats A and B visibility 1/4 mile. NORCAL APP CON SALINAS TOWER \* GND CON UNICOM 124.85 133.0 251.15 119.4 (CTAF) 0 239.3 122.95 121.7 Λ 623 **1** 2965 RW31 155 A MISSED APCH FIX 22 OCT 2009 to 19 NOV 2009 (FAF) (IAE) ĠIPVÝ EFGON 330 5900 222° (9.31 ARW31 23 (IF) JECCO 4766 6300  $\Diamond$ 85 **ELEV** (IAF) Procedure NA for arrivals at BIG SUR SISGY BSR VORTAC via VIII South bound BSR MARNA Procedure 163± A Turn **JECCO** trk NA 267° ACIYO 156 GIPVY 5900 GS 3.00° 5000 TCH 50 5500 RW31 6004 X 150 5000 VGSI and RNAV 162 glidepath not coincident. 14.7 NM 3.1 NM 2.9 NM CATEGORY Α D TDZE 3 LPV DA 282/24 200 (200-1/2) 82 LNAV/ VNAV DA HIRL Rwy 13-31 312° to 478/40 396 (400-34) **RW31** MIRL Rwy 8-26 1 540-11/2 760-21/4 500-11/4 540-11/4 CIRCLING REIL Rwy 13 455 (500-11/4) 415 (500-11/4) 455 (500-11/2) 675 (700-21/4)

(SNS2.SNS) 08157 SALINAS MUNI (SNS) SALINAS TWO DEPARTURE SL-363 (FAA) SALINAS, CALIFORNIA ATIS 124.85 GND CON 121.7 239.3 NORCAL DEP CON 133.0 251.15 CTAF 119.4 SAN JOSE 114.1 SJC ::== Chan 88 N37°22.48′-W121°56.68′ WOODSIDE 113.9 OSI ... L-2-3 Chan 86 N37°23.55′-W122°16.88′ L-2-3, H-3 SALINAS 117.3 SNS ∷: Chan 120 255° N36°39.83′-W121°36.19′ L-3, H-3 **AVENAL** 117.1 AVE :--Chan 118 **BIG SUR** N35°38.82′-W119°58.72′ 114.0 BSR .... L-3-7. H-4 Chan 87 N36°10.88-W121°38.53′ L-3. H-4 **FILLMORE** 112.5 FIM :: \_\_\_ Chan 72 N34°21.40′-W118°52.88′ L-3-4-7, H-4 NOTE: Chart not to scale. V

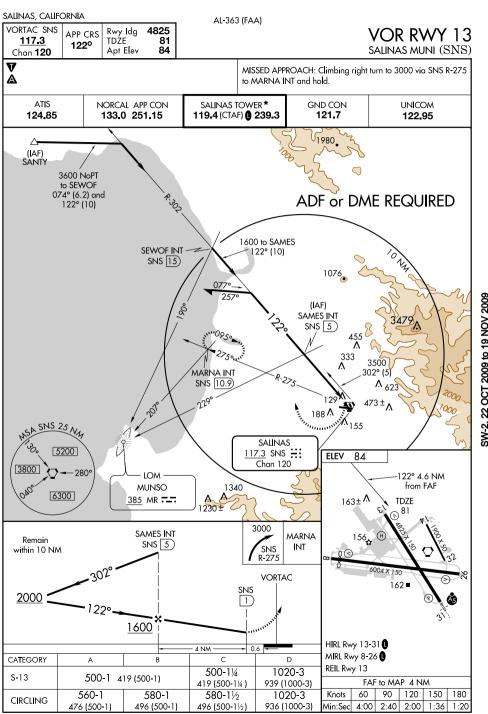
SW-2 22 OCT 2009 to 19 NOV 2009

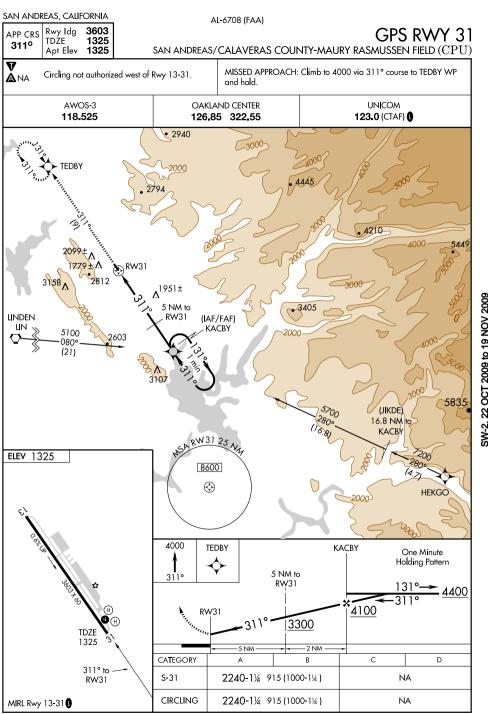
## DEPARTURE ROUTE DESCRIPTION

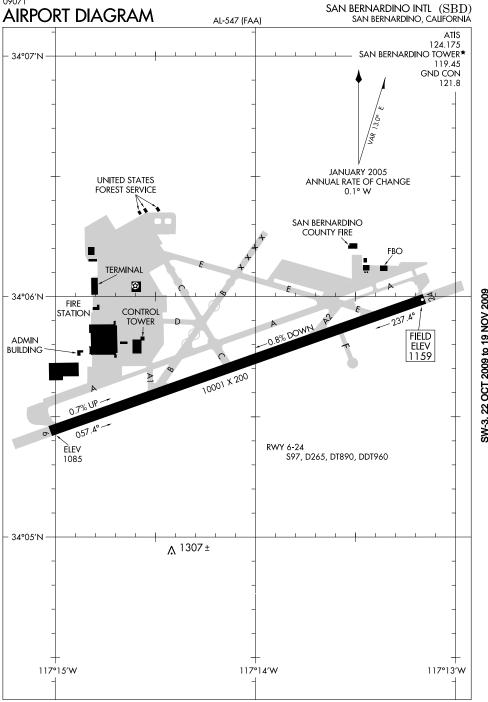
All aircraft expect vectors to assigned route. Maintain 6000'. Expect clearance to filed altitude five minutes after departure.

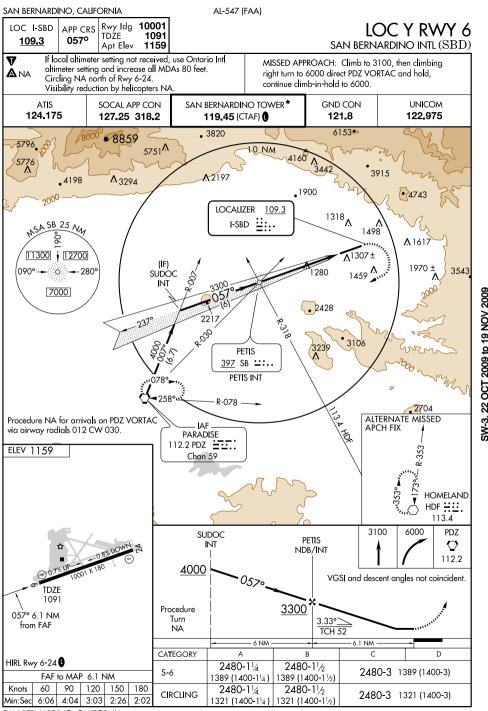
TAKE-OFF RUNWAYS 8 and 13: Turn right within one mile to intercept and climb via SNS R-255 for vector.

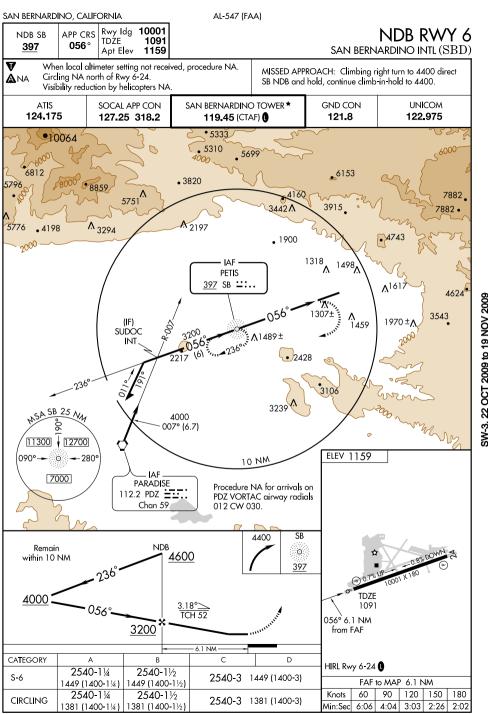
TAKE-OFF RUNWAYS 26 and 31: Climb on SNS R-255 for vector.

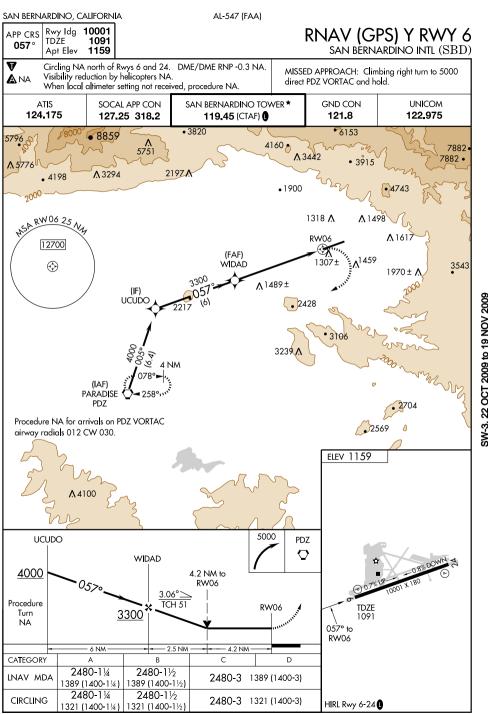


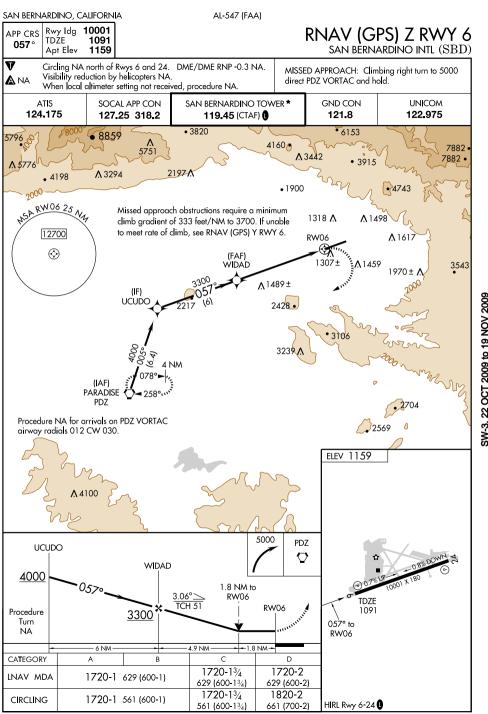


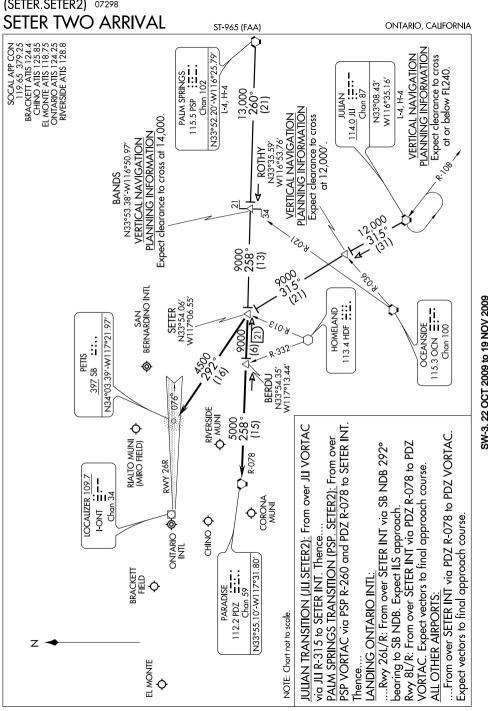


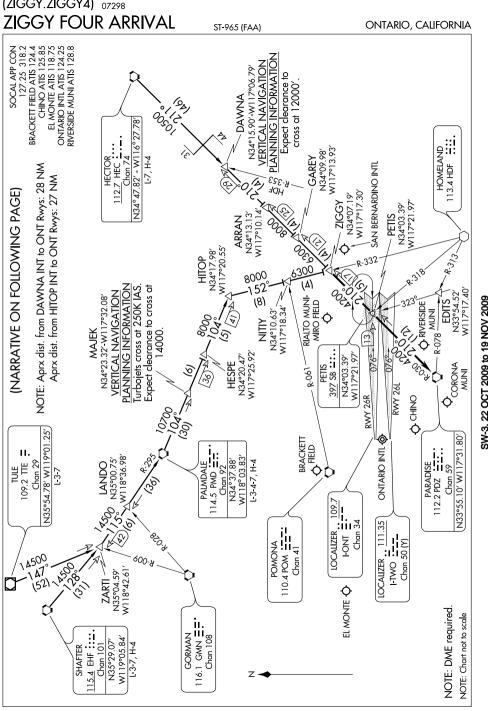












ZIGGY.ZIGGY4) 06159 ZIGGY FOUR ARRIVAL

ST-965 (FAA)

ONTARIO, CALIFORNIA

### ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.ZIGGY4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to ZIGGY INT. Thence . . . .

PALMDALE TRANSITION (PMD.ZIGGY4): From over PMD VORTAC via PMD

R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . . SHAFTER TRANSITION (EHF.ZIGGY4): From over EHF VORTAC via EHF R-128 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence . . . .

TULE TRANSITION (TTE.ZIGGY4): From over TTE VOR/DME via TTE R-147 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to 7IGGY INT. Theorem

R-332 to ZIGGY INT. Thence . . . .

### LANDING ONTARIO INTL:

.... RWY 8L/R: From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course.

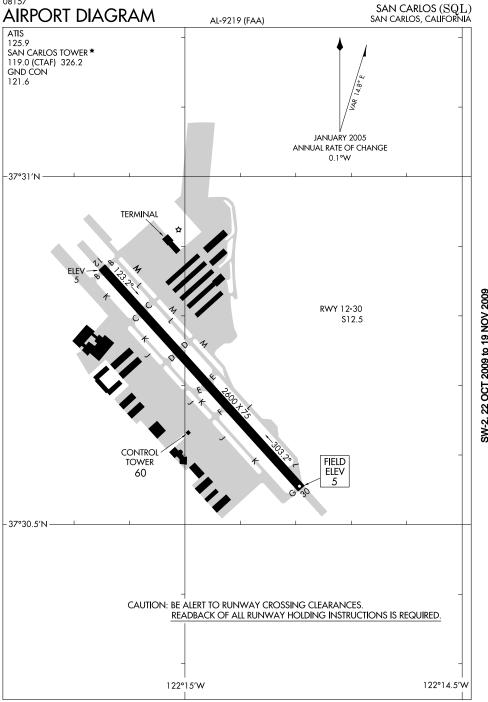
. . . . RWY 26 L/R: From over ZIGGY INT via direct PETIS NDB or PDZ R-030 to PETIS INT; expect radar vectors for ILS approach.

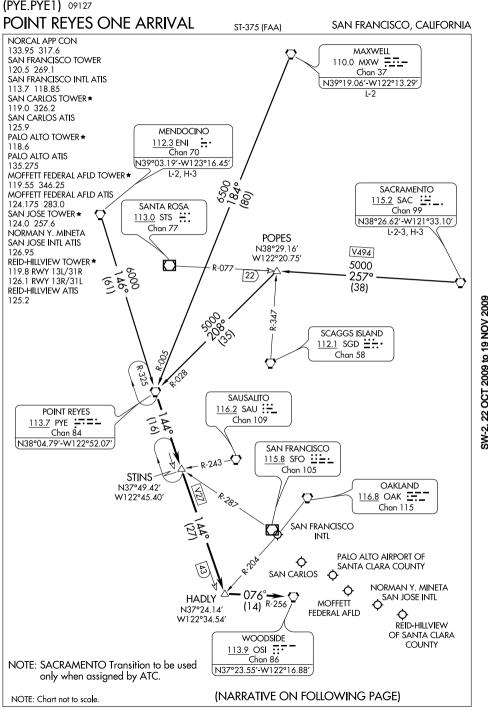
# ALL OTHER AIRPORTS:

.... From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect radar vectors to final approach course

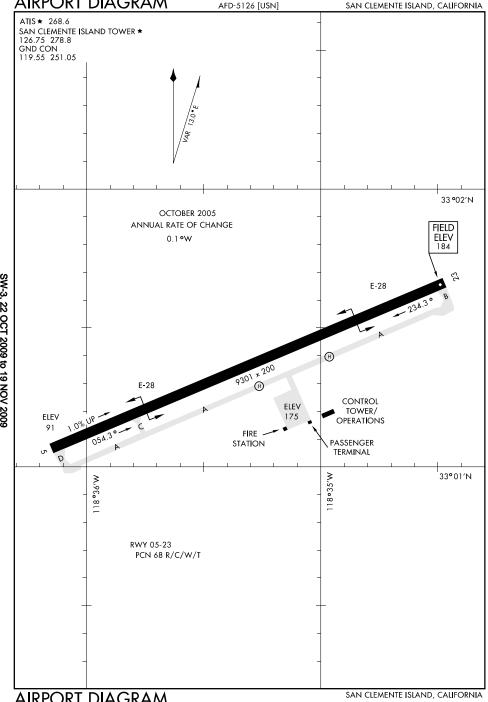
to final approach course.

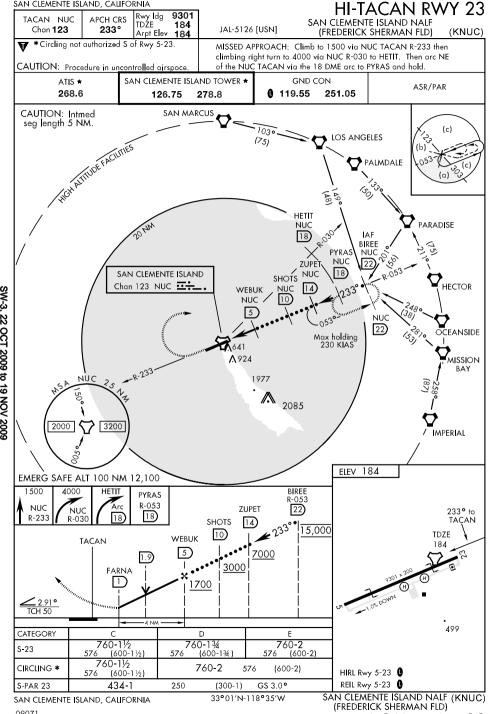
<u>LOST COMMUNICATIONS:</u> For Rialto, California, NDB-A approach, proceed from PDZ VORTAC via PDZ R-078 to EDITS INT, maintain 4200'.

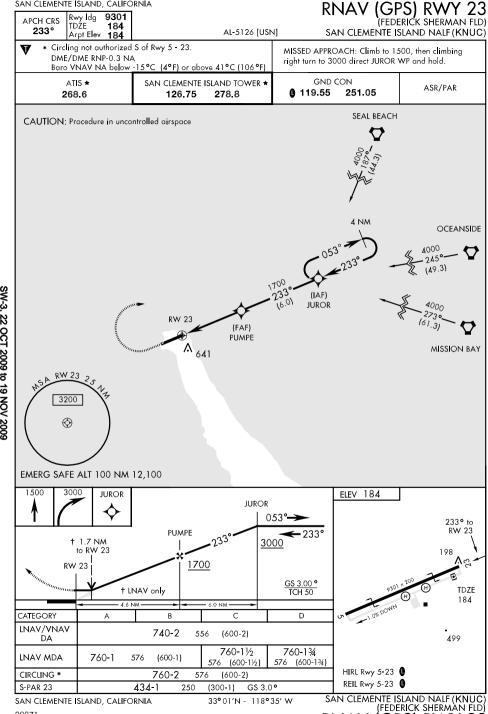


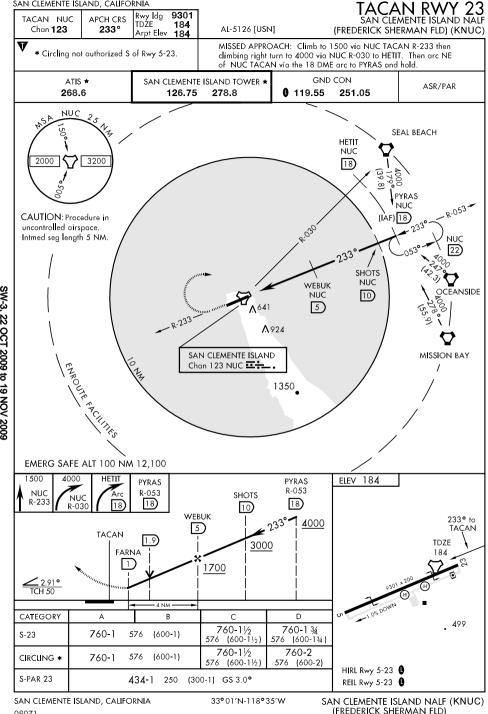


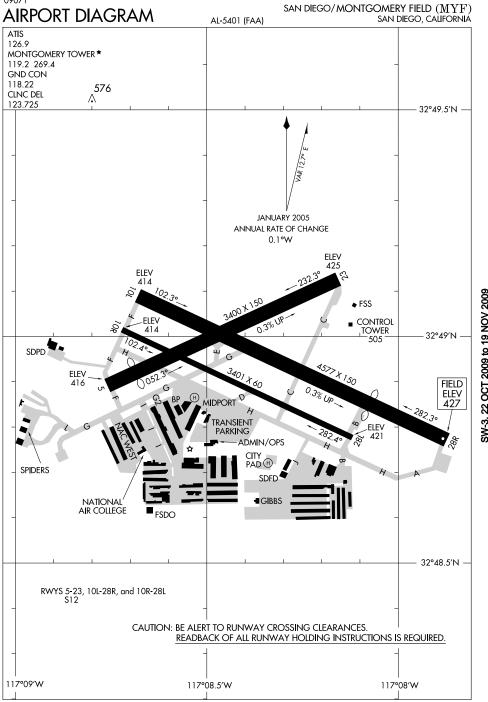
(PYE.PYE1) 02276 POINT REYES ONE ARRIVAL SAN FRANCISCO, CALIFORNIA ST-375 (FAA) ARRIVAL DESCRIPTION MAXWELL TRANSITION (MXW.PYE1): From over MXW VORTAC via MXW R-184 and PYE R-005 to PYE VORTAC. Thence.... MENDOCINO TRANSITION (ENI.PYE1): From over ENI VORTAC via ENI R-146 and PYE R-325 to PYE VORTAC. Thence.... SACRAMENTO TRANSITION (SAC. PYE1): From over SAC VORTAC via SAC R-257 and PYE R-028 to PYE VORTAC. Thence.... ....From over PYE VORTAC via PYE R-144 to HADLY INT, then via OSI R-256 to OSI VORTAC. Expect radar vectors to final approach course. SW-2 22 OCT 2009 to 19 NOV 2009 SAN CARLOS, CALIFORNIA AL-9219 (FAA) 2600 RNAV (GPS) RWY 30 Rwy Ida APP CRS TDŹE 5 297° Apt Elev 5 SAN CARLOS (SQL) V Circlina NA west of runway 12-30. MISSED APPROACH: Climbing left turn to 4800 direct When control tower closed, use San Francisco Intl JEFNY WP and hold. altimeter setting. SAN CARLOS TOWER \* GND CON ATIS NORCAL APP CON UNICOM 119.0 (CTAF) 0 326.2 121.6 122.95 125.9 133.95 317.6 .1898 **∧**560 **∆**1833 **Λ**715 ۸<sup>260</sup> **∧**160 **∆** 2026 ∧ 3049 ± (MAP) KIZEM (FAF) ĊUZÚP 2417 WOODSIDE (\*\*) JIKPE **AMEBY** 2360 2.5 NM to SW-2 22 OCT 2009 to 19 NOV 2009 **AMEBY** 3200 (IAF) 033° (2.5) NSA KIZEM 25 Ny JĖFNY 4300 2840 1130 033° (2.5) 5200 1960  $\Diamond$ 4 NM . 2912 5400 351°. (8) 1960 \_ 3231 2359 2628 SAPID ELEV 4800 **JEFNY** VGSI and descent angles not coincident **AMEBY CUZUP** 3200 ≤3.05° 303°° TCH 40 **KIZEM** Procedure 2000 Turn NA 0.9 5.2 NM 5 NM -CATEGORY Α C D LNAV MDA 640-1 635 (700-1) NA CIRCLING 640-1 635 (700-1) NA TDZE SAN FRANCISCO INTL ALTIMETER SETTING MINIMUMS LNAV MDA 660-1 655 (700-1) NA REIL Rwy 12 REIL Rwy 30 ( CIRCLING 660-1 655 (700-1) NA MIRL Rwy 12-30 🚺

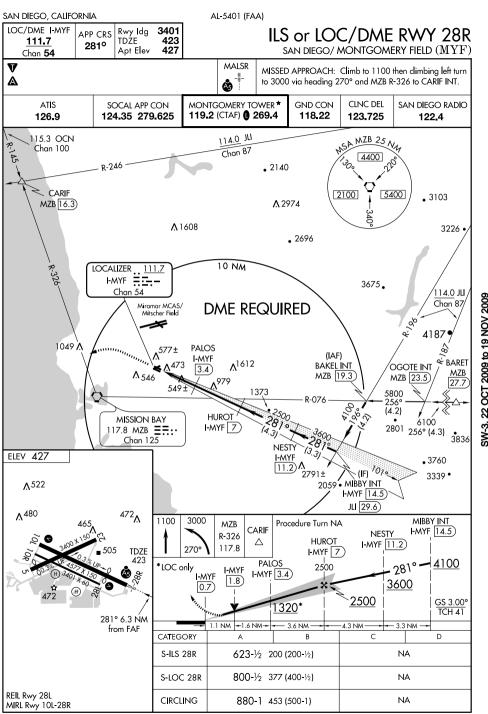


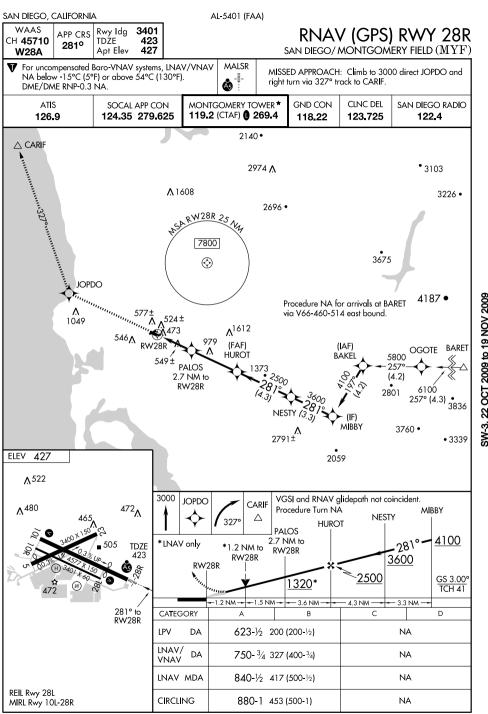


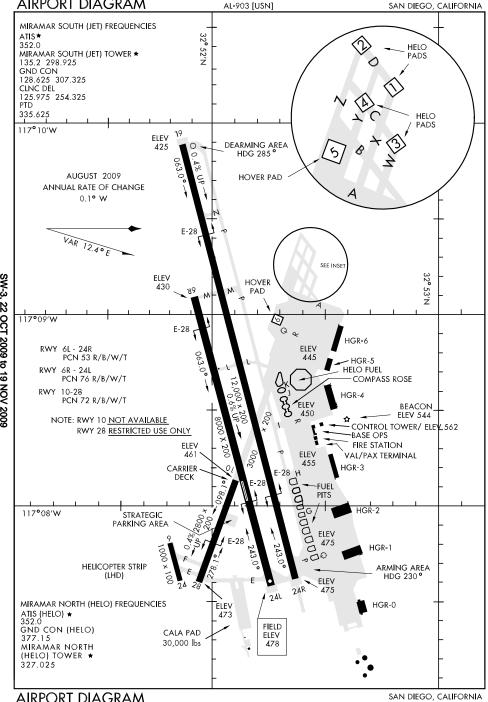








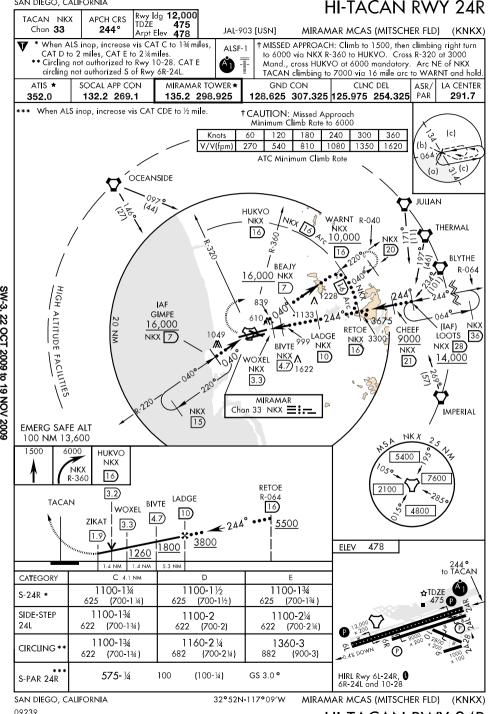


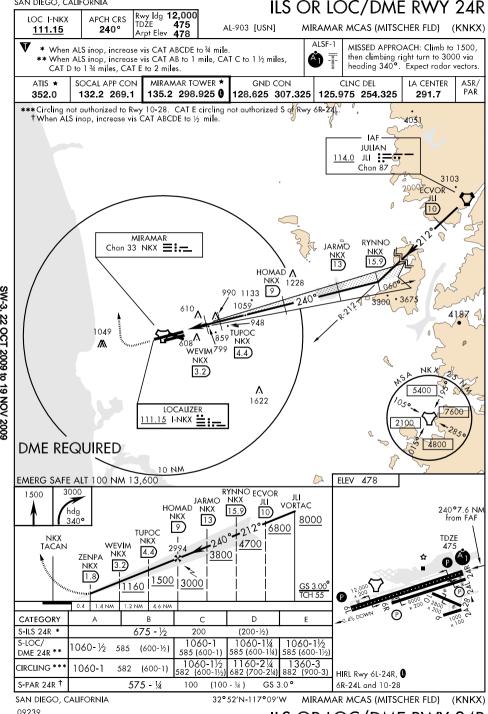


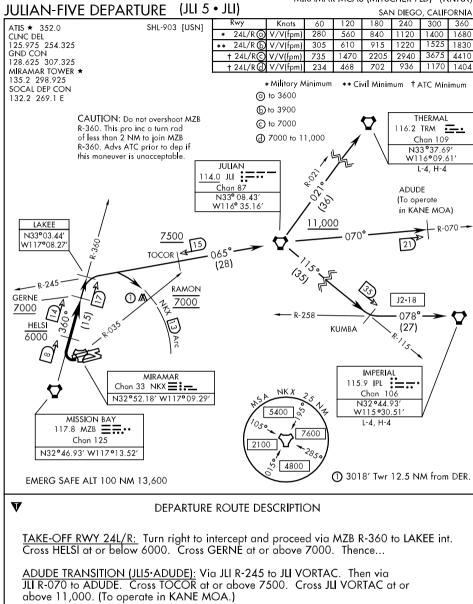
## ARLO-TWO DEPARTURE (ARLO2 • REDIN)

SW-3, 22 OCT 2009 to 19 NOV 2009

REDIN.







IMPERIAL TRANSITION (JLI5 · IPL): Via JLI R-245 to JLI VORTAC. Then via JLI R-115 to KUMBA int, then via IPL R-258 to IPL VORTAC. Cross TOCOR at or above 7500. Cross JLI VORTAC at or above 11,000.

(Continued on next page)

# DEPARTURE ROUTE DESCRIPTION (Continued)

SHL-903 [USN]

JULIAN TRANSITION (JLI5·JLI): Via JLI R-245 to JLI VORTAC. Cross TOCOR at or above 7500. Cross JLI VORTAC at or above 11,000.

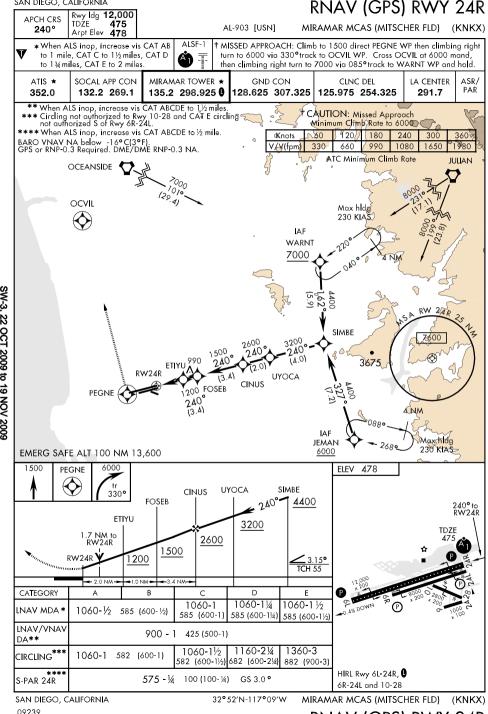
LAKEE TRANSITION (JLI5 · LAKEE): Turn right to intercept and proceed via MZB R-360 to LAKEE int. Cross HELSI at or below 6000. Cross GERNE at or above 7000.

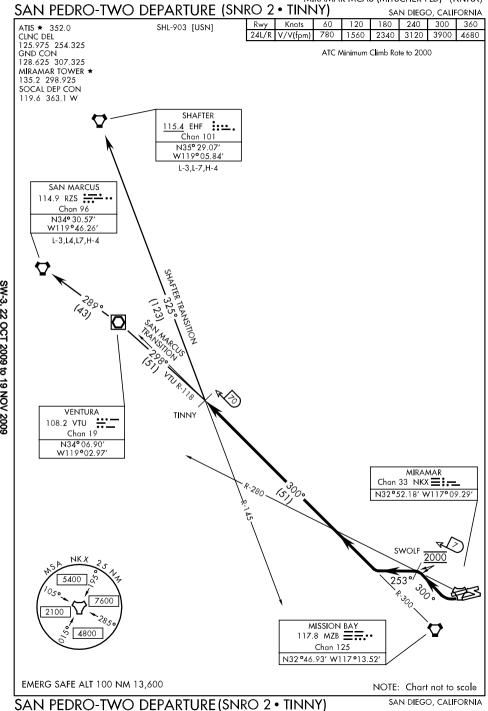
RAMON TRANSITION (JLI 5 · RAMON): Via JLI R-245 to 13 DME. Then are NE of NKX TACAN via the 13 DME are to RAMON. Cross RAMON at 7000 mandatory.

THERMAL TRANSITION (JLI 5 · TRM): Via JLI R-245 to JLI VORTAC. Then via JLI R-021 to TRM VORTAC. Cross TOCOR at or above 7500. Cross JLI VORTAC at or above 11,000.

RNAV (GPS) RWY 24L Rwy ldg TDZE 8000 APCH CRS 478 240° AL-903 [USN] MIRAMAR MCAS (MITSCHER FLD) (KNKX) Arpt Elev 478 ALSF-1 \*Circling not authorized to Rwy 10-28. †MISSED APPROACH: Climb to 1500 direct HULSI WP then climbing right CAT E circling not authorized S of turn to 6000 via 330° track to OCVIL WP. Cross OCVIL WP at 6000 mand Rwy 6R-24L then climbing right turn to 7000 via 085° track to WARNT and hold ATIS \* SOCAL APP CON MIRAMAR TOWER ★ GND CON CLNC DEL LA CENTER ASR/ PAR 352.0 132.2 269.1 135.2 298.925 0 128.625 307.325 125.975 254.325 291.7 BARO VNAV NA below -16°C (3°F). GPS or RNP- 0.3 Required DME/DME RNB-0.3 NA. > > 4555 ° † CAUTION: Missed Approach Minimum Climb Rate to 6000 Knots 60 180 240 300 360 V/V(fpm) 330 660 990 1320 1650 1980 (20010 ATC Minimum Climb Rate 41 4051 OCEANSIDE OCVIL (IAF) WARNT 3103 7000 JULIAN @ 8000 231 (1Z1) Max holding 230 KIAS SW-3, 22 OCT 2009 to 19 NOV 2009 162 162 **POCOB** 3200 2600 240° 1133 źĭŏ° · 3675 (0.4) **OCABO** 859 1500 3300 RW 24L SA (2.0) 4187 **TEBGE** 240° RW24L RAIDE 1049 (3.4) 1200 HULSI 7600 Max holding NABSE 939 ans 230 KIAS **(** 4 NM 088 (IAF) JEMAN ۸ 6000 EMERG SAFE ALT 100 NM 13,600 1622 1500 6000 HULSI **ELEV** 478 **POCOB** 330° TEBGE = 2<sup>40</sup>° 240° to RAIDE 4400 RW24L **OCABO** PAPI RRP not coincidental NABSE 3200 with PAR Rwy 24L RPI. TDZE <u>2</u>600 1.7 NM to RWY24L 1500 RW24L \ 1200 ✓ 3.18° TCH 47 - 1 NM - 3.4 NM -CATEGORY В Е MWOD YA.O. 1060-2 1060-11/2 1060-13/4 1060-1 582 (600-1) LNAV MDA 582 (600-1%) 582 (600-2) 582 (600-11/2) **TDZE** LNAV/VNAV 900-11/2 422 (500-11/2) 478 DA 1160-21/4 1360-3 1060-1% 1060-1 582 (600-1) CIRCLING \* 682 (700-21/4) 582 (600-11/2) 882 (900-3) HIRL Rwy 6L-24R, 0 578-1/2 100 (100-1/2) GS 3.0 ° S-PAR 24L 6R-24L and 10-28 SAN DIEGO, CALIFORNIA 32°52′N-117°09′W (KNKX) MIRAMAR MCAS (MITSCHER FLD) 00230

SAN DIEGO, CALIFORNIA





# DEPARTURE ROUTE DESCRIPTION

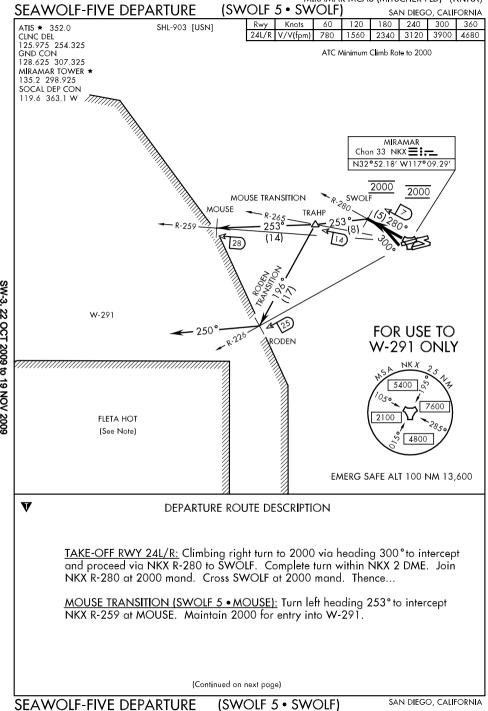
TAKE-OFF RWY 24L/R: Climbing right turn to 2000 via heading 300° to intercept and join NKX R-280 to SWOLF. Complete turn within NKX 2 DME. Join NKX R-280 at 2000 mand. Cross SWOLF at 2000 m. Then turn left heading 253° to intercept and

proceed via MZB R-300 to TINNY INT. Thence...

SAN MARCUS TRANSITION (SNRO 2 • RZS): Via VTU R-118 to VTU VOR/DME,

then via RZS R-109 to RZS VORTAC.

SHAFTER TRANSITION (SRNO 2 • EHF): Via EHF R-145 to EHF VORTAC.



SAN DIEGO, CALIFORNIA

DEPARTURE ROUTE DESCRIPTION (Continued)

SHL-903 [USN]

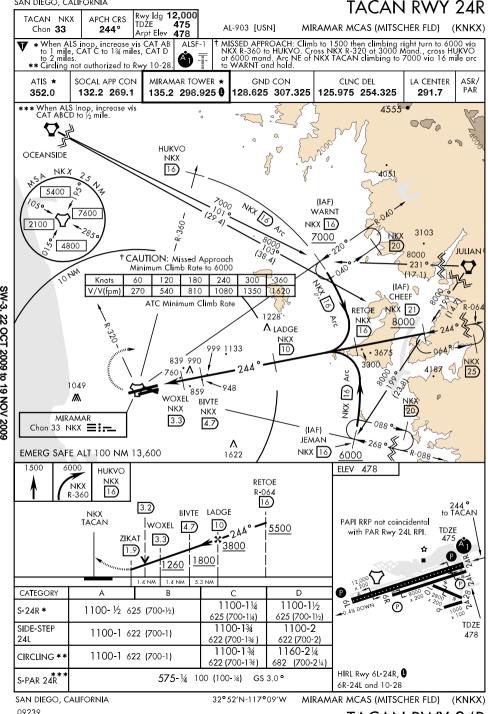
RODEN TRANSITION (SWOLF 5 • RODEN): Turn left heading 253° to intercept

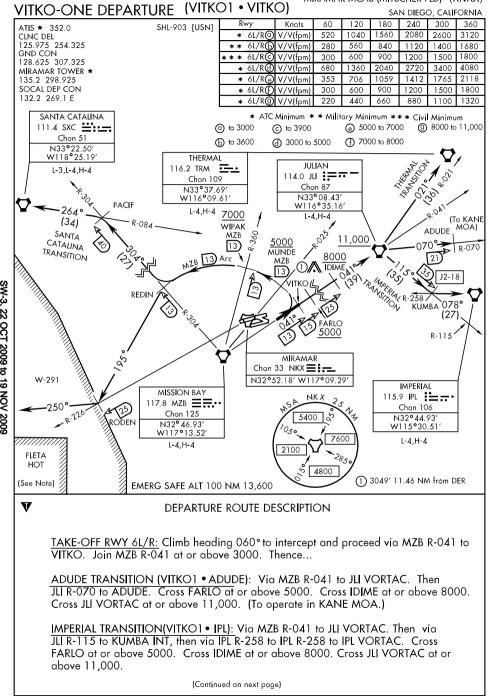
Maintain 2000 for entry into W-291.

NKX R-265 TRAHP. Then turn left heading 196° to intercept NKX R-226 at RODEN.

NOTE:

- (1) FLETA HOT-ACTIVE FIRING AREA (DANGER, REMAIN CLEAR).
  - (2) ALL AIRCRAFT SHOULD MAINTAIN LAST ASSIGNED HEADING/RADIAL AND ALTITUDE TO AVOID INBOUND MILITARY OR CIVIL AIRCRAFT AT HIGHER ALTITUDES!





#### DEPARTURE ROUTE DESCRIPTION (Continued)

SHL-903 [USN]

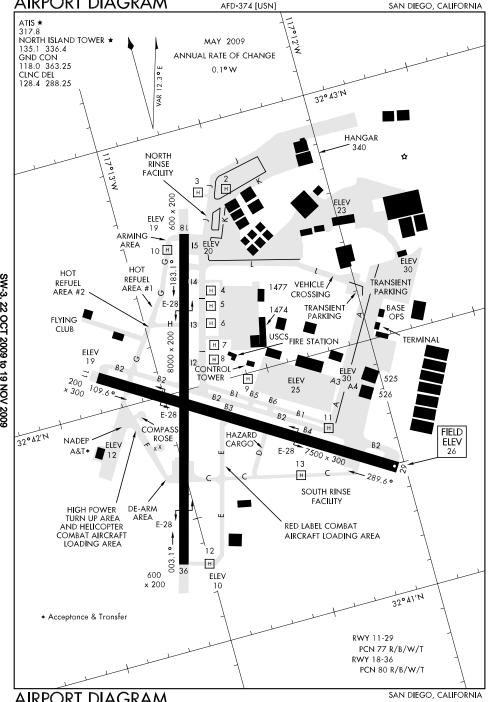
RODEN TRANSITION (VITKO1 • RODEN): Arc N of MZB VORTAC via the 13 mile arc to REDIN. Then turn left heading 195° to intercept NKX R-226 at RODEN. Then turn right heading 250° for entry into W-291. Cross MUNDE at or above 5000. Cross WIPAK at or above 7000.

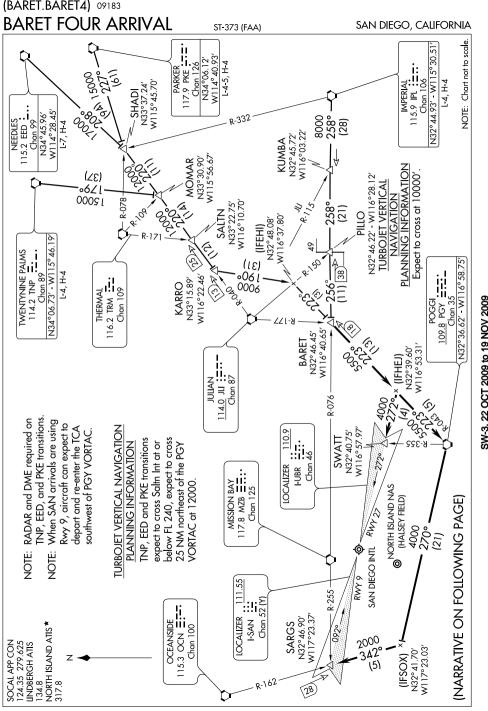
SANTA CATALINA TRANSITION (VITKO1 • SXC): Arc N of MZB VORTAC via the 13 mile arc to REDIN. Then via MZB R-304 to PACIF INT. Then via SXC R-084 to SXC VORTAC. Cross MUNDE at or above 5000. Cross WIPAK at or above 7000.

THERMAL TRANSITION (VITKO1 • TRM): Via MZB R-041 to JLI VORTAC. Then via JLI R-021 to TRM VORTAC. Cross FARLO at or above 5000. Cross IDIME at or above 8000. Cross JLI VORTAC at or above 11.000.

#### NOTE:

- (1) FLETA HOT-ACTIVE FIRING AREA (DANGER, REMAIN CLEAR).
- (2) ALL AIRCRAFT SHOULD MAINTAIN LAST ASSIGNED HEADING/RADIAL AND ALTITUDE TO AVOID INBOUND MILITARY OR CIVIL AIRCRAFT AT HIGHER ALTITUDES!





(BARET.BARET4) 08269 BARET FOUR ARRIVAL

ST-373 (FAA)

SAN DIEGO, CALIFORNIA

SW-3, 22 OCT 2009 to 19 NOV 2009

## ARRIVAL DESCRIPTION

IMPERIAL TRANSITION (IPL.BARET4): From over IPL VORTAC via IPL R-258 and M7B R-076 to BARET INT Thence

NEEDLES TRANSITION (EED.BARET4): From over EED VORTAC via EED R-208 to SHADI INT, thence via JLI R-040 to MOMAR INT, then via JLI R-040 to KARRO DME. Depart KARRO DME heading 190° to intercept PGY R-043 to BARET INT. Thence....

PARKER TRANSITION (PKE.BARET4): From over PKE VORTAC via PKE R-227 to SHADI INT, thence via JLI R-040 to MOMAR INT, then via JLI R-040 to KARRO DME FIX. Depart KARRO DME heading 190° to intercept PGY R-043 to BARET INT. Thence....

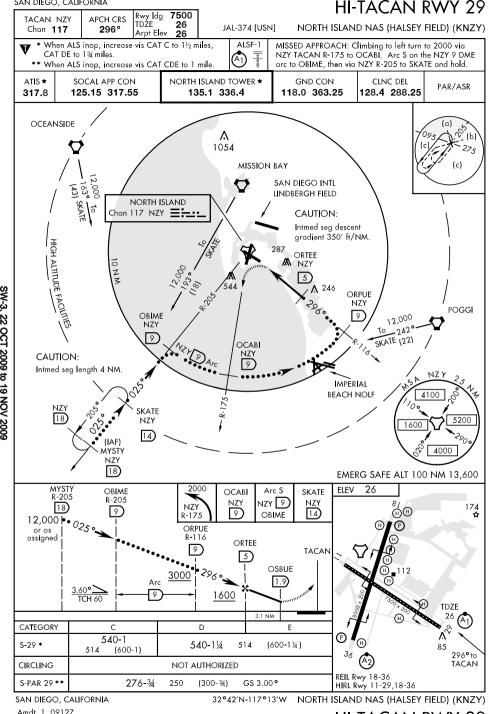
TWENTYNINE PALMS TRANSITION (TNP.BARET4): From over TNP VORTAC via TNP R-179 to MOMAR INT, then via JLI R-040 to KARRO DME FIX. Depart

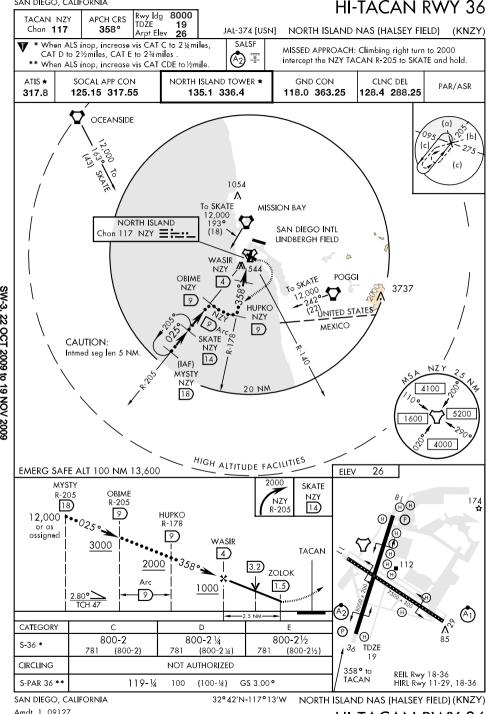
KARRO DME heading 190° to intercept PGY R-043 to PGY VORTAC. Thence.... ...WHEN SAN ARRIVALS USING RWY 9: Via PGY R-043 to PGY VORTAC,

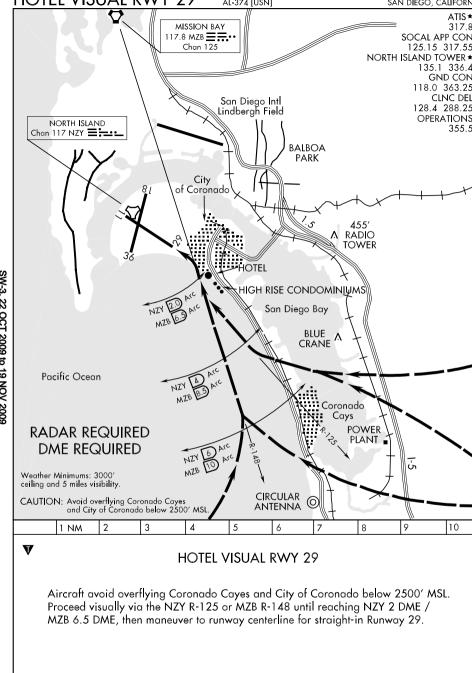
then via PGY R-270 to intercept the OCN R-162, then via OCN R-162 to SARGS INT. Expect ILS Rwy 9 approach to SAN or ILS-A approach to NZY. ...WHEN SAN ARRIVALS USING RWY 27: Via PGY R-043 to intercept I-UBR

localizer, then via I-UBR localizer to SWATT INT. Expect LOC Rwy 27 approach to SAN or LOC-A approach to NZY. LOST COMMUNICATIONS: In the event of lost communications, North Island

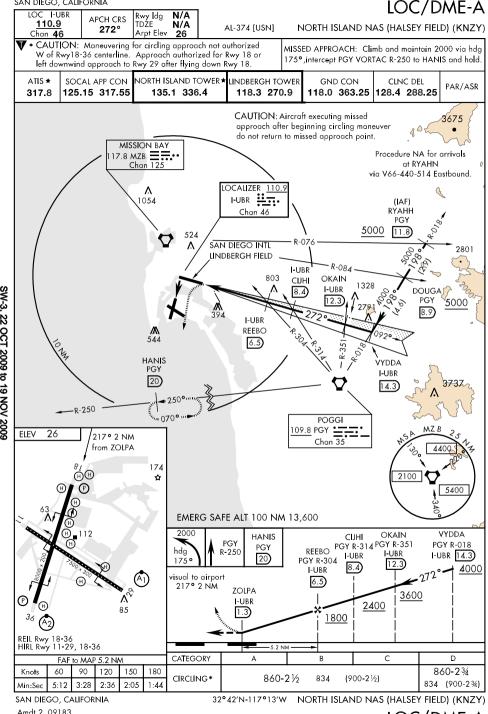
arrival shall execute the TACAN Rwy 29 or Rwy 36.

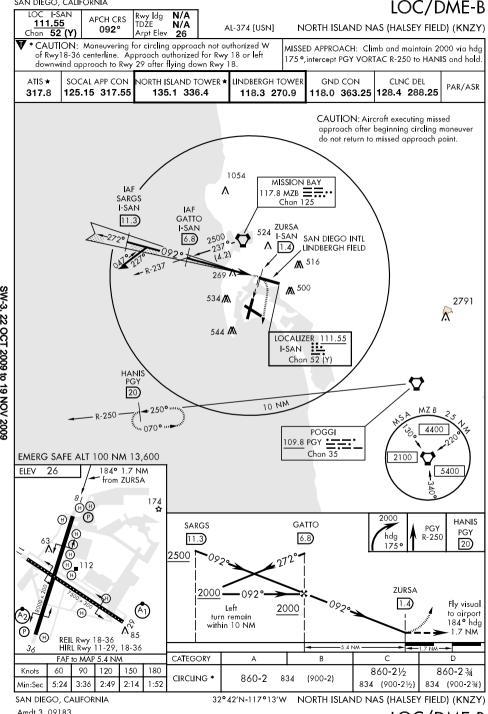


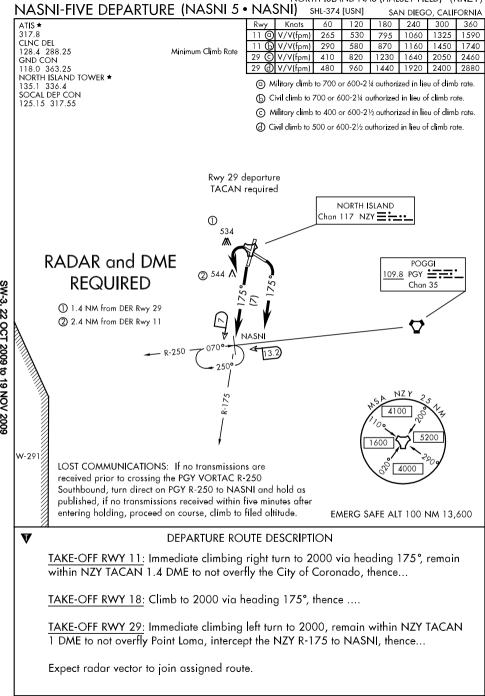


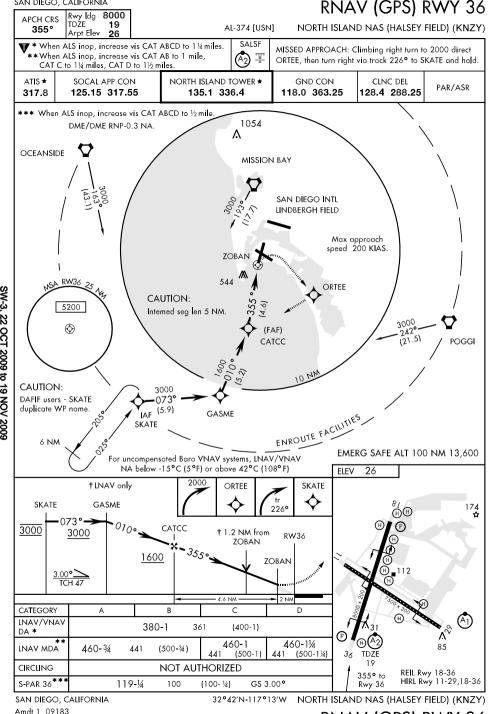


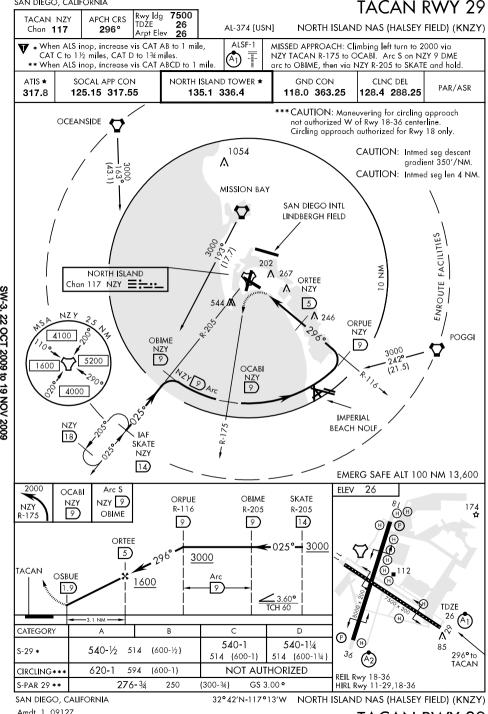
HOTEL VISITAL BW/Υ 29 32°42′N-117°13′W

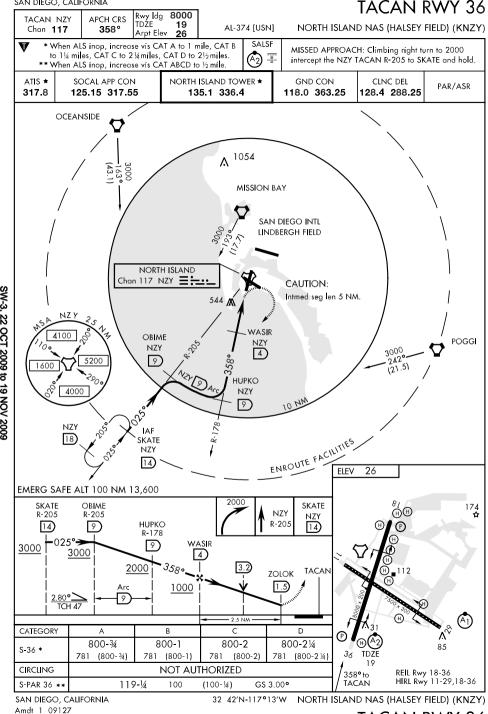


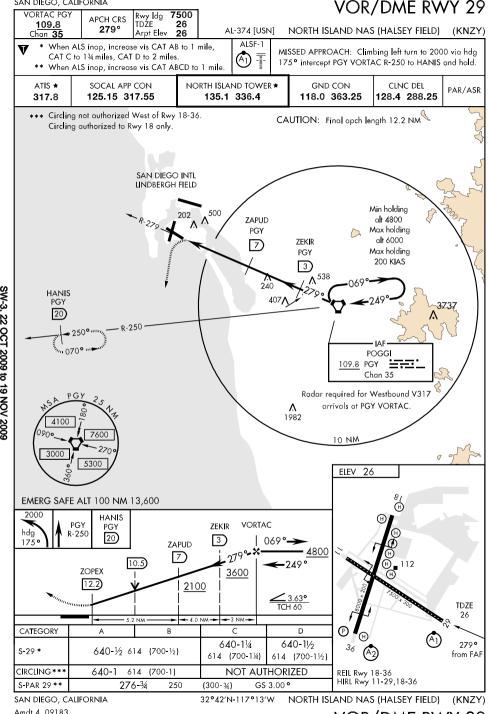


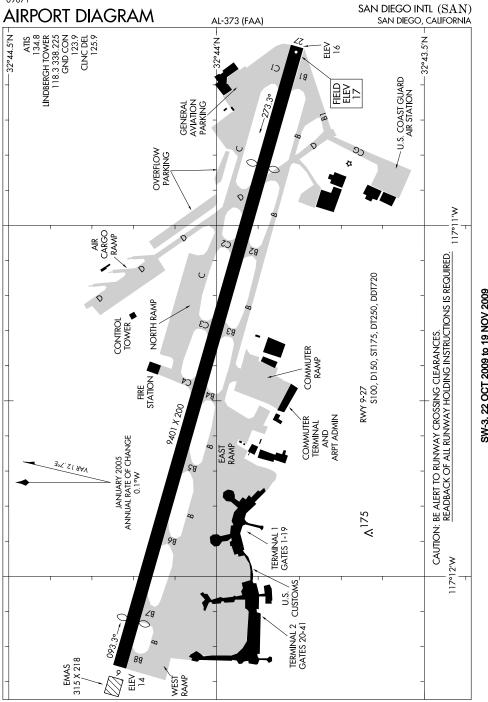


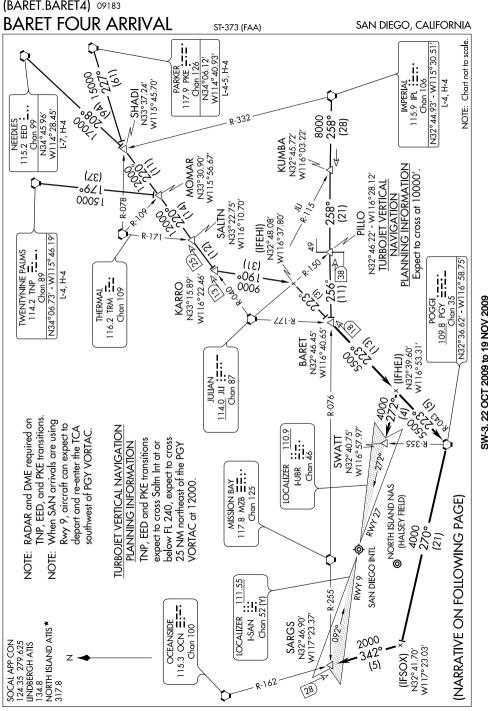












(BARET.BARET4) 08269 BARET FOUR ARRIVAL

ST-373 (FAA)

SAN DIEGO, CALIFORNIA

SW-3, 22 OCT 2009 to 19 NOV 2009

## ARRIVAL DESCRIPTION

IMPERIAL TRANSITION (IPL.BARET4): From over IPL VORTAC via IPL R-258 and M7B R-076 to BARET INT Thence

NEEDLES TRANSITION (EED.BARET4): From over EED VORTAC via EED R-208 to SHADI INT, thence via JLI R-040 to MOMAR INT, then via JLI R-040 to KARRO DME. Depart KARRO DME heading 190° to intercept PGY R-043 to BARET INT. Thence....

PARKER TRANSITION (PKE.BARET4): From over PKE VORTAC via PKE R-227 to SHADI INT, thence via JLI R-040 to MOMAR INT, then via JLI R-040 to KARRO DME FIX. Depart KARRO DME heading 190° to intercept PGY R-043 to BARET INT. Thence....

TWENTYNINE PALMS TRANSITION (TNP.BARET4): From over TNP VORTAC via TNP R-179 to MOMAR INT, then via JLI R-040 to KARRO DME FIX. Depart

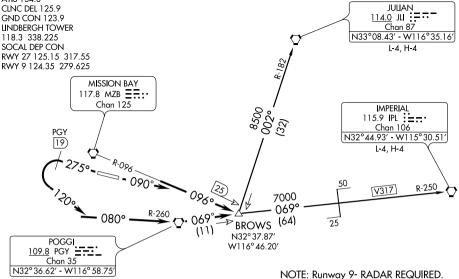
KARRO DME heading 190° to intercept PGY R-043 to PGY VORTAC. Thence.... ...WHEN SAN ARRIVALS USING RWY 9: Via PGY R-043 to PGY VORTAC,

then via PGY R-270 to intercept the OCN R-162, then via OCN R-162 to SARGS INT. Expect ILS Rwy 9 approach to SAN or ILS-A approach to NZY. ...WHEN SAN ARRIVALS USING RWY 27: Via PGY R-043 to intercept I-UBR

localizer, then via I-UBR localizer to SWATT INT. Expect LOC Rwy 27 approach to SAN or LOC-A approach to NZY. LOST COMMUNICATIONS: In the event of lost communications, North Island

arrival shall execute the TACAN Rwy 29 or Rwy 36.

(BRDR5.BROWS) 09183 SAN DIEGO INTL (SAN) **BORDER FIVE DEPARTURE** SL-373 (FAA) SAN DIEGO, CALIFORNIA ATIS 134.8 CLNC DEL 125.9 JULIAN



# Rwy 27, 300-1½ or standard with minimum climb of 317' per NM to 400.

Rwy 9, 300-1 with minimum climb of 610' per NM to 1900.

TAKE-OFF NOTES

TAKE-OFF MINIMUMS

Rwy 9: Trees 792 feet from departure end of runway, 142 feet left of centerline, 60' AGL/99' MSL. Antenna 740 feet from departure end of runway, 302 feet right of centerline, 62' AGL/82' MSL.

Antenna 1946 feet from departure end of runway, 969 feet left of centerline, 126' AGL/192' MSL. Trees 1377 feet from departure end of runway, 285 feet left of centerline, 80' AGL/135' MSL. Trees 4625 feet from departure end of runway, 1414 feet left of centerline, 250' AGL/385' MSL.

22 OCT 2009 to 19 NOV 2009

NOTE: Runway 27- DME REQUIRED.

Rwy 27: Trees 1 mile from departure end of runway, 685 feet right of centerline, 220' AGL/253' MSL. Flagpole 2511 feet from departure end of runway, 700 feet left of centerline, 90' AGL/116' MSL.

NOTE: Chart not to scale.

V

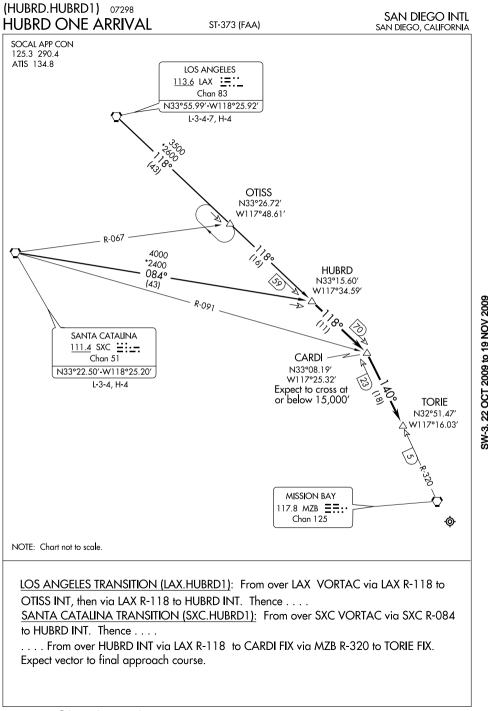
# DEPARTURE ROUTE DESCRIPTION

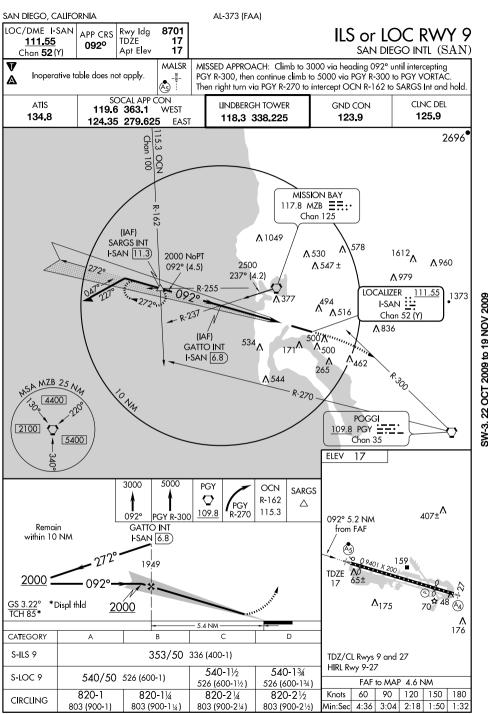
TAKE-OFF RUNWAY 9: Climb via heading 090° to intercept and proceed via MZB R-096 to BROWS INT. Then via (transition) or (assigned route). Maintain assigned altitude.

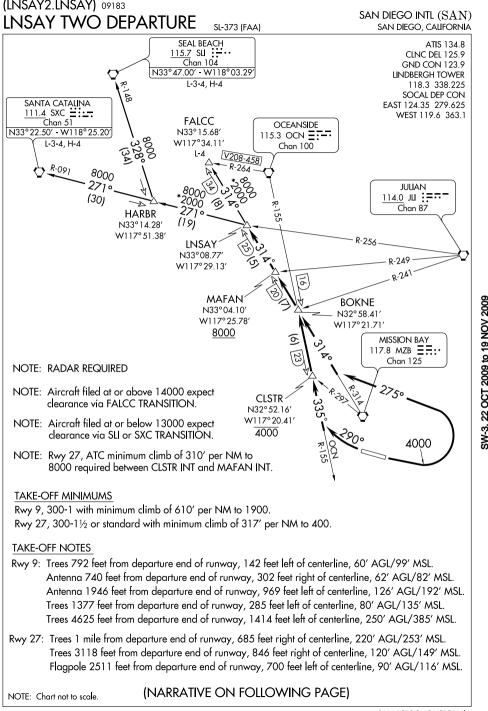
TAKE-OFF RUNWAY 27: Climb via heading 275° until PGY 19 DME, then turn left via heading 120° to intercept and proceed via PGY R-260 and R-069 to BROWS INT. Then via (transition) or (assigned route). Maintain assigned altitude.

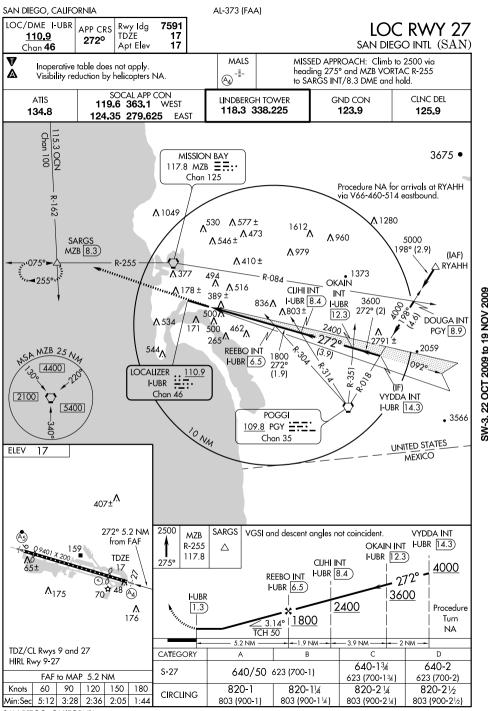
IMPERIAL TRANSITION (BRDR5.IPL): From over BROWS INT via PGY R-069 and IPL R-250 to IPL VORTAC.

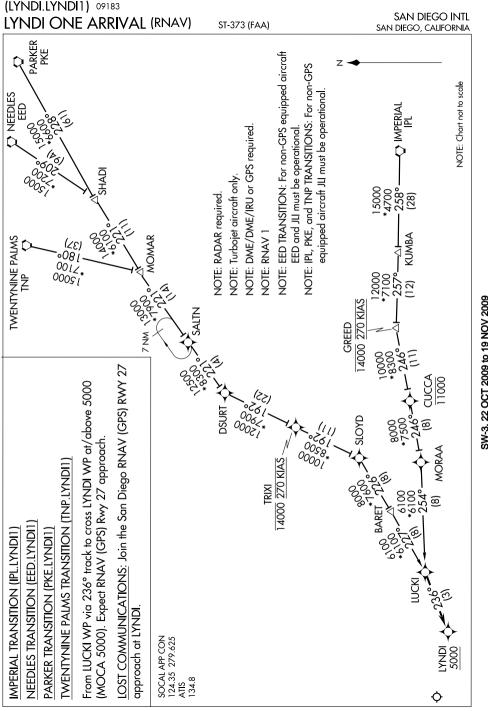
JULIAN TRANSITION (BRDR5.JLI): From over BROWS INT via JLI R-182 to JLI VORTAC.











(PEBLE3.PEBLE) 07298 SAN DIEGO INTL (SAN) PFBLF THRFF DFPARTURE SAN DIEGO, CALIFORNIA SL-373 (FAA) ATIS 134.8 CLNC DEL SEAL BEACH 125.9 115.7 SLI : Chan 104 GND CON N33°47.00′ - W118°03.29′ 1239 LINDBERGH TOWER L-3-4, H-4 118.3 338.225 SOCAL DEP CON WEST 119.6 363.1 TAKE-OFF MINIMUMS Rwy 9: NA-ATC operations. Rwy 27: 300-11/2 or standard with minimum climb of 317' per NM to 400. SANTA CATALINA NOTE: Rwy 27: Trees 1 mile from departure end of 111.4 SXC ::-rwy, 685' right of centerline, 220' AGL/253'MSL. Trees 3118' from departure end of rwy, 846' N33°22.50′ - W118°25.20 right of centerline, 120' AGL/149' MSL. L-3-4, H-4 Flagpole 2511' from departure end of rwy, 700' left of centerline, 90' AGL/116' MSL. 4000 \*3<sub>400</sub> **OCEANSIDE** 2760 115.3 OCN =:--(32) Chan 100 R-246 **PEBLE** N33° 10.92′ W117°50.17' MELDY #ATC minimum climb of 431' per NM N33°05.36' to 14000' required to meet MELDY INT W117°41.63′ MISSION BAY #14000 for aircraft crossing restriction. 117.8 MZB =::· climbing to 14000 Chan 125 or above NOTE: RADAR required. NOTE: Aircraft climbing above 13000' expect radar vectors northwestbound prior to PEBLE. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 27: Climbing right turn via heading 290° until crossing OCN VORTAC R-170, then turn right via heading 305° to intercept and proceed via via MZB VORTAC R-293 to PEBLE INT. Aircraft climbing to 14000' or above, cross MELDY INT at or above 14000'. Then via (transition) or (assigned altitude). Maintain assigned altitude. SANTA CATALINA TRANSITION (PEBLE3.SXC): From over PEBLE INT via SXC R-096 to SXC VORTAC. SEAL BEACH TRANSITION (PEBLE3.SLI): From over PEBLE INT via SLI R-148

to SILVORTAC.

SW-3 22 OCT 2009 to 19 NOV 2009

SL-373 (FAA)

7000

იგ9°

(11)

NOTE: Imperial Transition: For Non-GPS equipped aircraft PGY, MZB, JLI VORTACs must be operational.

**POGGI PGY** 

NOTE: Julian Transition: For Non-GPS equipped aircraft PGY VORTAC must be operational.

**BROWS** 

SAN DIEGO INTL (SAN)

ATIS 134.8 CLNC DEL 125.9 GND CON 123.9 LINDBERGH TOWER 118.3 338.225 SOCAL DEP CON 125.15 317.55

> MISSION BAY M7B

> > (5)

(POGGI2.PGY) 08045

JETTI 8000 230K

6

LOWMA

15000 230K

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR REQUIRED. NOTE: Do not exceed 230 KIAS until LOWMA

08४०

(15)

TAKE-OFF MINIMUMS Rwy 9, NA-ATC.

Rwy 27, Standard with minimum ATC climb of 400' per NM to 520 and minimum obstacle climb of 317' per NM to 1600.

TAKE-OFF OBSTACLE NOTES

Rwy 27: Multiple trees, flag pole, light pole, and obstruction lights beginning at 287' from DER, 1985' left to 1577' right of centerline, up to 116' AGL/269' MSL.

NOTE: Chart not to scale.

V

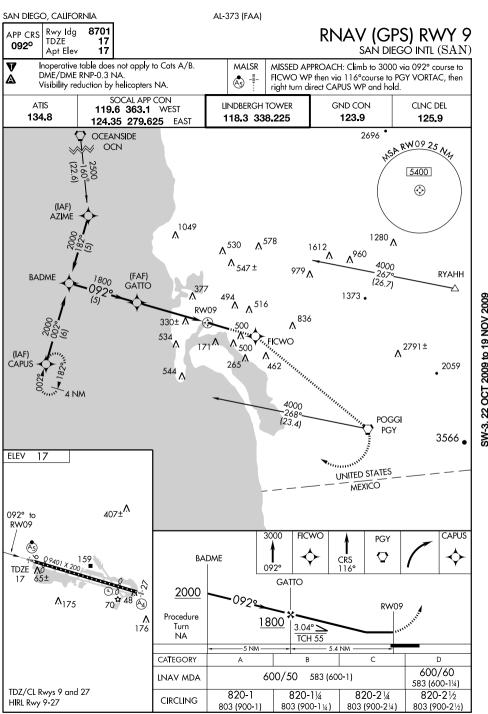
# DEPARTURE ROUTE DESCRIPTION

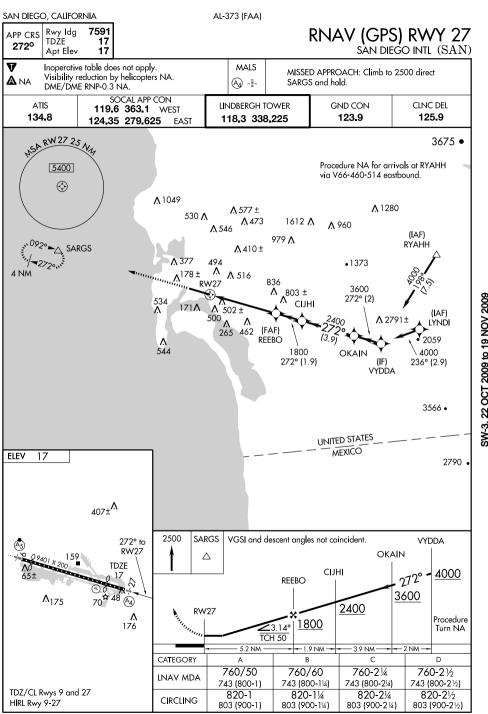
TAKE-OFF RUNWAY 27: Climb direct to cross JETTI at or below 8000, then climbing left turn direct to cross LOWMA at or below 15000, then via 086° track to POGGI VORTAC. Thence....

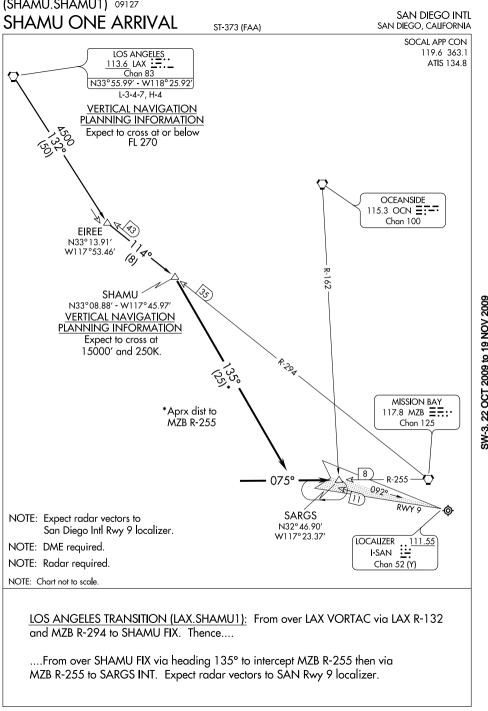
....via (transition). Maintain 15000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

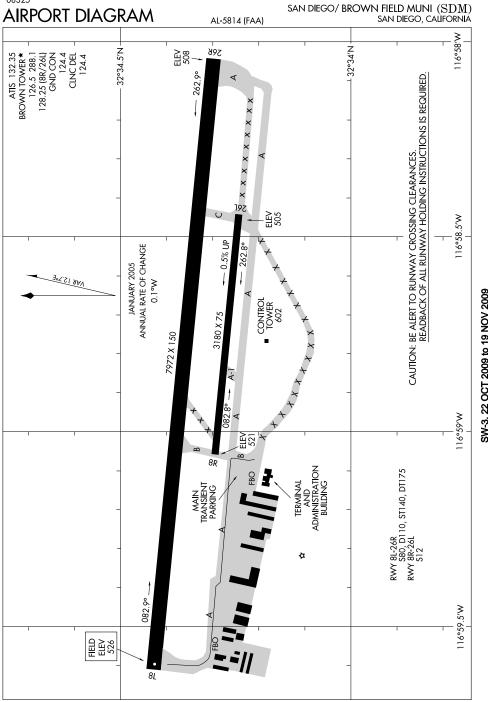
IMPERIAL TRANSITION (POGGI2.IPL)

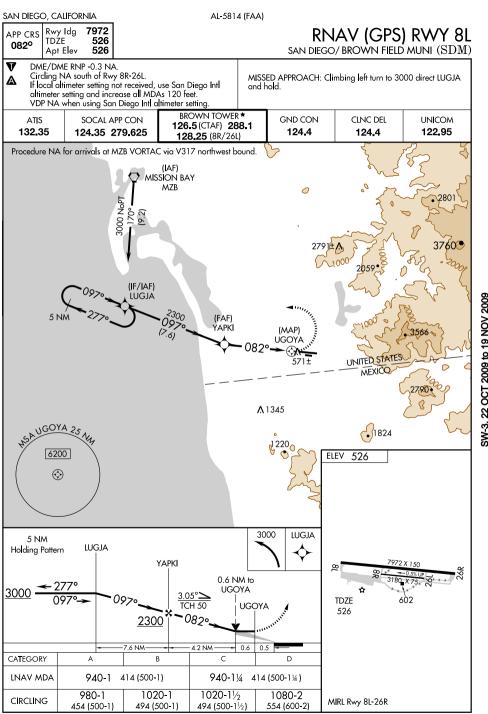
JULIAN TRANSITION (POGGI2.JLI)

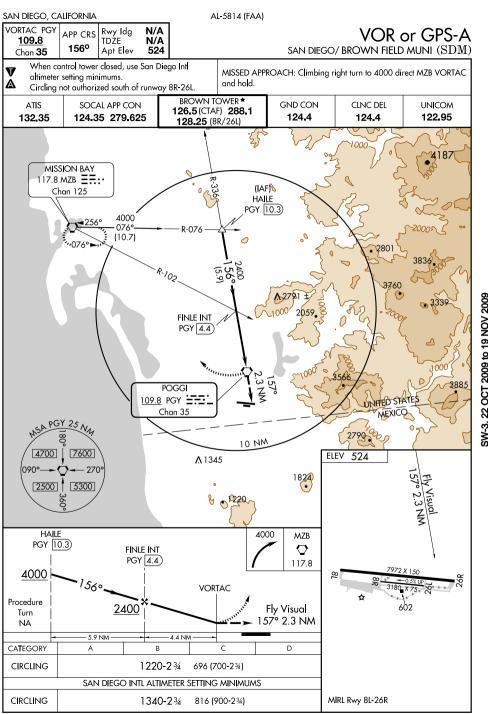


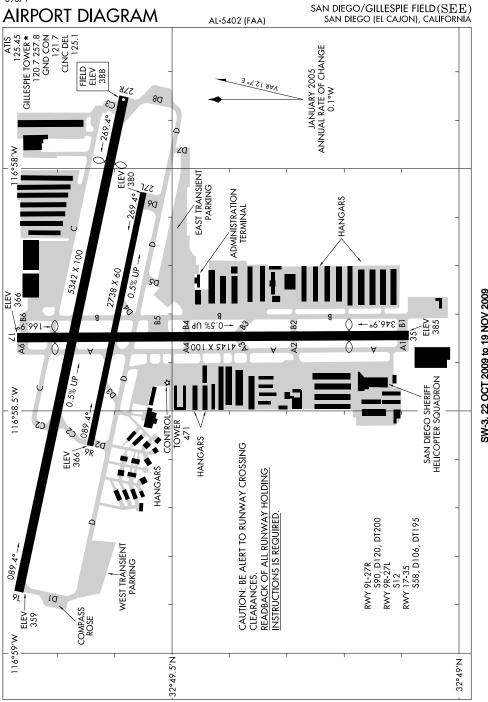


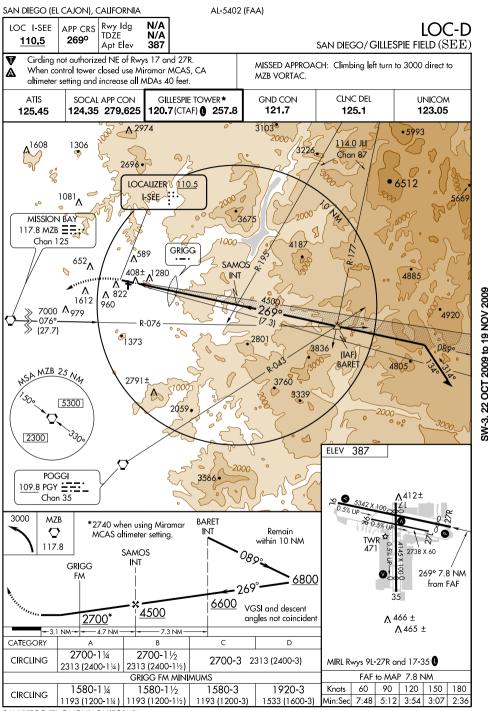


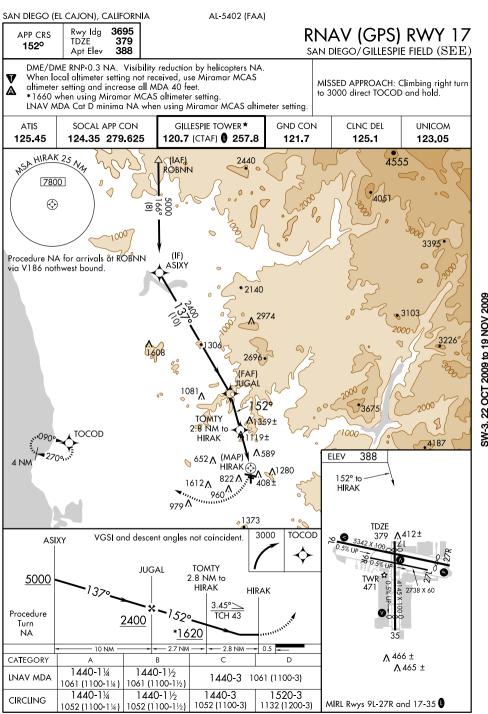


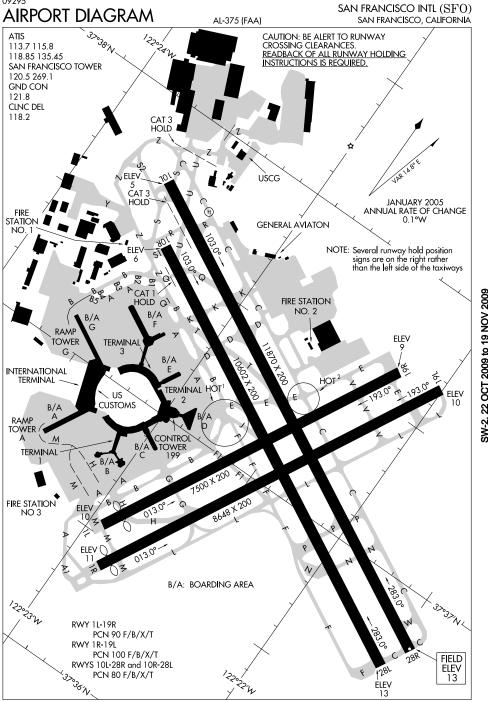


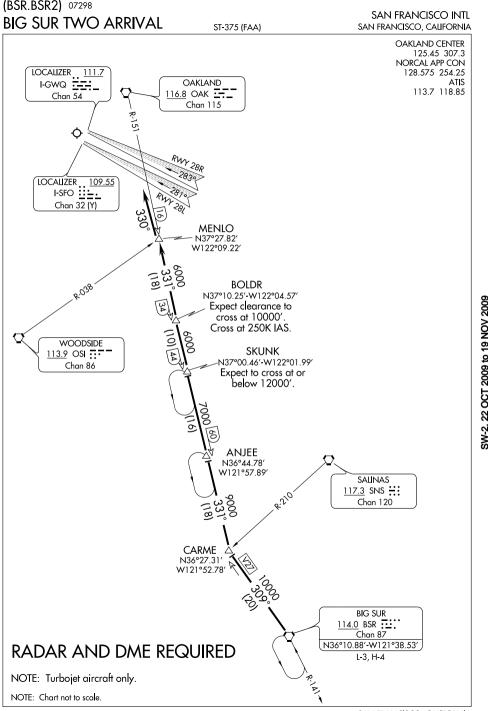






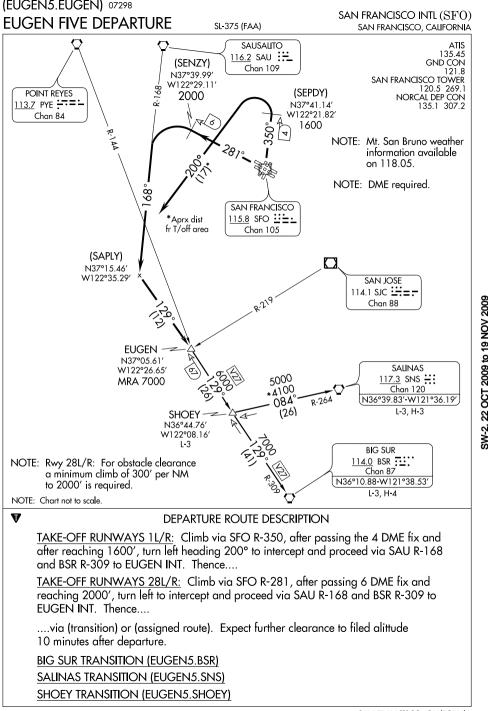






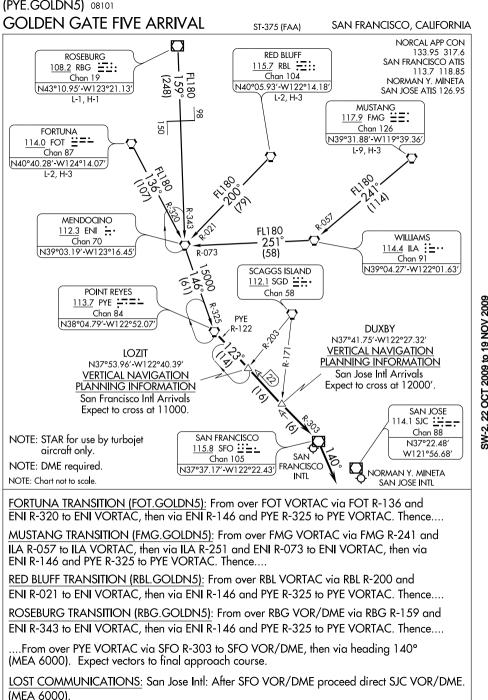
(DUMB6.BARTN) 09127 SAN FRANCISCO INTL (SFO) DUMBARTON SIX DEPARTURE SL-375 (FAA) SAN FRANCISCO, CALIFORNIA ATIS SACRAMENTO 135.45 115.2 SAC <u>::</u>\_. GND CON Chan 99 121.8 SAN FRANCISCO TOWER N38°26.62′-W121°33.10′ RED BLUFF 120.5 269.1 115.7 RBL ::: L-2-3, H-3 NORCAL DEP CON Chan 104 120.9 323.2 N40°05.93′-W122°14.18′ L-2, H-3 LINDEN 114.8 LIN 🛂 Chan 95 N38°04.47′-W121°00.23′ L-2-3, H-3 (39) OAKLAND 116.8 OAK •--R-250 \_\_\_\_\_ Chan 115 R-060 **ALTAM** N37°48.73′ MANTECA SAN FRANCISCO W121°44.83′ 116.0 ECA :---115.8 SFO <u>::</u> ± • Chan 107 \_ Chan 105 N37°40.51′ - W121°55.50′ 11000 maintain assigned altitude BARTN N37°32.91′ W122°05.03′ NOTE: Rwys 19L/R departures turn left due to steeply rising terrain to 2000' immediately south of airport. For obstacle clearance the following minimum climb rates are required: WOODSIDE Rwy 19L, 480' per NM to 1400'. 113.9 OSI ... Rwy 19R, Categories A, B, 480' per NM to 1400'; Chan 86 Categories C, D, 530' per NM to 1800'. N37°23.55′-W122°16.88′ L-2-3, H-3 NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 10L/R and 19L/R: Turn left and climb via SFO R-090 to BARTN INT, thence via (transition) or (assigned route). Expect further clearance to filed altitude 10 minutes after departure. LINDEN TRANSITION (DUMB6.LIN): From over BARTN INT via OSI R-028 and IIN R-229 to IIN VORTAC RED BLUFF TRANSITION (DUMB6.RBL): From over BARTN INT via OSI R-028 and RBL R-152 to RBL VORTAC. SACRAMENTO TRANSITION (DUMB6.SAC): From over BARTN INT via OSI R-028 and SAC R-177 to SAC VORTAC. WOODSIDE TRANSITION (DUMB6.OSI): From over BARTN INT via OSI R-028 to OSI VORTAC.

22 OCT 2009 to 19 NOV 2009



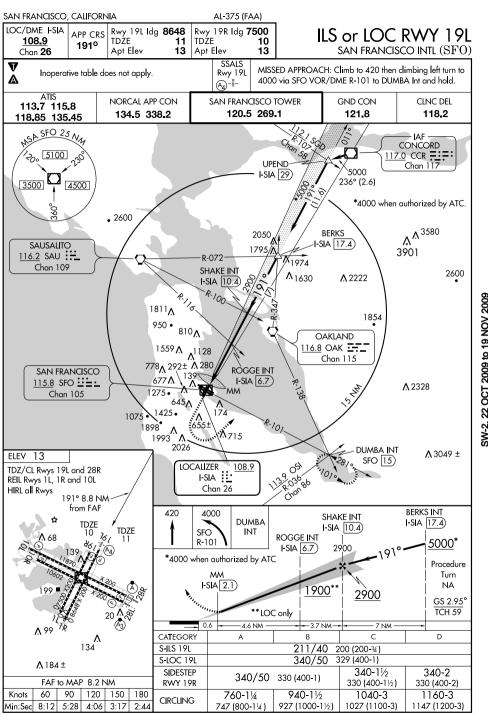
(GAPP3.SFO) 07298 SAN FRANCISCO INTL (SFO) **GAP THREE DEPARTURE** SAN FRANCISCO, CALIFORNIA SL-375 (FAA) ATIS NOTE: Rwys 19L/R departures turn left due to steeply rising terrain 135.45 to 2000' immediately south of airport. GND CON For obstacle clearance the following minimum climb rates 121.8 SAN FRANCISCO TOWER are required: 120.5 269.1 Rwy 19L, 480' per NM to 1400'. NORCAL DEP CON Rwy 19R, Categories A, B, 480' per NM to 1400'; 135.1 307.2 MENDOCINO Categories C. D. 530' per NM to 1800'. 112.3 ENI :--Chan 70 NOTE: Rwy 28L/R: For obstacle clearance N39°03.19′-W123°16.45′ a minimum climb of 300' per NM L-2. H-3 to 2000' is required. NOTE: Mt. San Bruno weather SCAGGS ISLAND information available 112.1 SGD <u>∺</u>:.• Chan 58 on 118.05. N38°10.76′-W122°22.39′ NOTE: RADAR required. L-2-3 SAUSALITO 116.2 SAU :-Chan 109 OAKLAND 116.8 OAK ... N37°51.32′ W122°31.37′ NORMM A L-2-3, H-3 N37°43.56′-W122°13.42′ N37°43.21′ W122°36.79′ L-2-3, H-3 **ALCOA** SAN FRANCISCO N37°50.00′  $^{ riangle}$  bartn 115.8 SFO **∷** <u>+</u> • W125°50.07' N37°32.91′ Chan 105 W122°05.03′ **BEBOP** N37°00.00' W125°00.07′ WOODSIDE 113.9 OSI ... Chan 86 N37°23.55'-W122°16.88' NOTE: Chart not to scale. L-2-3, H-3 V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 1L/R: Climb via heading 350° (or as assigned) for vector to assigned route/fix. Expect further clearance to filed altitude 10 minutes after departure. TAKE-OFF RUNWAYS 10L/R and 19L/R: Turn left and climb via SFO R-090 and OSI R-028 to OSI VORTAC; expect vector to assigned route/fix after OSI VORTAC. Expect further clearance to filed altitude 10 minutes after departure. TAKE-OFF RUNWAYS 28L/R: Climb via SFO VOR/DME R-281 to NORMM INT; expect vector to assigned route/fix after NORMM INT. Expect further clearance to filed altitude 10 minutes after departure. LOST COMMUNICATIONS: ALL RUNWAYS: If not in contact with departure control after reaching 3000', continue climb to assigned altitude and proceed direct to assigned route/fix.

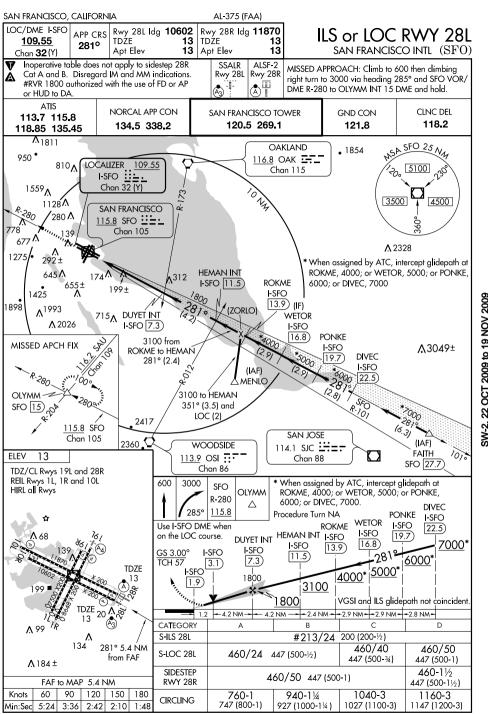
SW-2 22 OCT 2009 to 19 NOV 2009

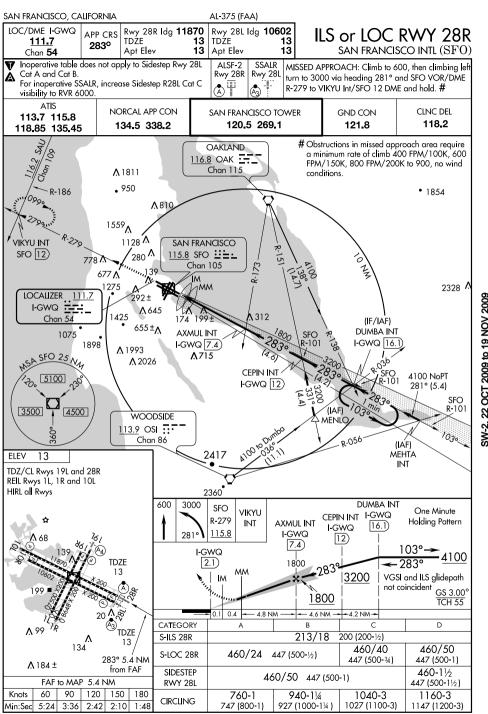


(BSR.HADLY2) 07298 HADLY TWO ARRIVAL SAN FRANCISCO, CALIFORNIA ST-375 (FAA) NORCAL APP CON SAUSALITO COMMO LOCALIZER 108.9 128.575 254.25 116.2 SAU ::\_\_ N37°52.45' SAN FRANCISCO INTLATIS Chan 109 W122°29.52' 113.7 118.85 Chan 26 N37°51.32′ METROPOLITAN OAKLAND W122°31.37′ INTLATIS **BERKS** 133.775 R-07 N37°51.79′ W122°12.60′ R-035 R-347 OAKLAND 116.8 OAK •--METROPOLITAN POINT REYES OAKLAND 113.7 PYE :--=: 27 INTI Chan 84 SAN SAN FRANCISCO FRANCISCO 115.8 SFO :::-INTI Chan 105 WOODSIDE **HADLY** 113.9 OSI ... N37°24.14′ W122°34.54' Chan 86 TAILS -SAN JOSE 114.1 SJC ::=== N37°16.37′ W122°31.22' Chan 88 **EUGEN** <u>6</u> N37°05.61 W122°26.65' Turbojets expect to cross €) SALINAS at 11000 feet. 117.3 SNS ∷ Cross at 250K IAS. Chan 120 R-264 SHOEY-N36°44.76' W122°08.16' **BIG SUR** 114.0 BSR .... Chan 87 N36°10.88′-W121°38.53′ L-3, H-4 R-141 NOTE: Chart not to scale. From over BSR VORTAC via BSR R-309 to EUGEN INT, then via PYE R-144 to HADLY INT, then via direct SAU VORTAC. Expect vectors to final approach course. Expect clearance to cross EUGEN INT at 11000' and at 250K IAS. LOST COMMUNICATIONS San Francisco Intl: Depart SAU VORTAC via SAU R-071 to BERKS INT. Metropolitan Oakland Intl: Depart SAU VORTAC via SAU R-035 to COMMO INT.

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SAN FRANCISCO, CALIFORNIA AL-375 (FAA) ILS PRM RWY 28L LOC/DME I-SFO 10602 Rwy Idg APP CRS (SIMULTANEOUS CLOSE PARALLEL) 109.55 TDŹF 13 2810 Apt Elev SAN FRANCISCO INTL (SFO) 13 Chan 32 (Y) Simultaneous close parallel approach authorized with LDA PRM Rwy 28R. MISSED APPROACH: Climb to 600 then SSALR Localizer only not authorized during close-parallel operations. climbing right turn to 3000 via heading Dual VHF comm required. Disregard IM and MM indications. 4 285° and SFO VOR/DME R-280 to (Å3) : See additional requirements on AAUP. OLYMM INT/SFO VOR/DME 15 DME Runway 28L and 28R separated by 750' centerline to centerline. and hold. ATIS SAN FRANCISCO TOWER NORCAL APP CON CINC DEL GND CON 113.7 115.8 120.5 269.1 118.2 121.8 134.5 338.2 118.85 135.45 PRM 125.15 950 NSA SFO 25 NA 1854 OAKLAND 810 A LOCALIZER 109.55 116.8 OAK ---I-SFO ::-. 5100 \_ Chan 115 1559<sub>A</sub> Chan 32 (Y) 1128**′**A 3500 4500 SAN FRANCISCO <sub>280</sub> ^ 115.8 SFO **∷**≒-Chan 105 139 677 A Λ 2328 1275 /\ 292± When assigned by ATC, intercept glidepath at HEMAN INT ROKME, 4000; or WETOR, 5000; or PONKE, 645 A I-SFO 11.5 6000; or DIVEC, 7000 SW-2 22 OCT 2009 to 19 NOV 2009 NFPIC 1425 ROKME RADAR AND DMF 655± I-SFO 5.3 (IF) 1898 ∧<sup>1993</sup> I-SFC WETOR **REQUIRED ∧**715 13.9 DUYET INT A 2026 I-SFO I-SFO 7.3 16.8 PONKE MISSED APCH FIX I-SFO  $\Lambda 3049 \pm$ DIVEC 19.7 I-SFO 22.5 OLYMM -SFO [15] 7000 2417 115.8 SFO 16.31 Chan 105 2360 (IAF) WOODSIDE 1010 **FAITH** ELEV 13 113.9 OSI ... SFO 27.7 Chan 86 SAN IOSE 2572 114.1 SJC ::== 2840 Chan 88 1960 600 3000 \* When assigned by ATC, intercept glidepath at SFO OLYMM ROKME, 4000; or WETOR, 5000; or PONKE, R-280 6000; or DIVEC, 7000. Δ DIVEC 285° 115.8 Procedure Turn NA **PONKE** I-SFO HEMAN INT ROKME WETOR Use I-SEO DMF when I-SFO 22.5) I-SFO on the LOC course. 19.7 I-SFO **DUYET INT** I-SFO 7000\* 16.8 13.9 **NEPIC** I-SFO 11.5) GS 3.00° 281° 6000 I-SFO 7.3 TCH 57 3203 5000<sup>\*</sup> (5.3) 1800 4000\* 134 3100  $\Lambda 184 \pm$ 1800 VGSI and ILS glidepath not coincident -2.4 NM ---- 2.9 NM --- 2.9 NM --- 2.8 NM --3.4 NM +2 NM→ 4.2 NM TDZ/CL Rwys 19L and 28R CATEGORY REIL Rwys 1L, 1R and 10L S-ILS 28L 213/24 200 (200-1/2) HIRL all Rwys

# SW-2, 22 OCT 2009 to 19 NOV 2009

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# ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Points:

- Listen to the PRM monitor frequency when communicating with NORCAL approach control (135.65), no later than LOC intercept.

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- Expect to be switched to SFO Tower (120.5) at NEPIC (I-SFO 5.3 DME).
  PRM monitor frequency may be de-selected after determining that the aircraft is on the tower
- frequency.

  1. ATIS. When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches
- are in progress, pilots should brief to fly the ILS/PRM 28L approach. If later advised to expect an ILS 28L approach, the ILS/PRM 28L chart may be used after completing the following briefing items:
  - (a) Minimums and missed approach procedures are unchanged.

    (b) Monitor frequency no longer required.
- (c) A different glideslope intercept altitude may be assigned when advised to expect the ILS 28L approach.

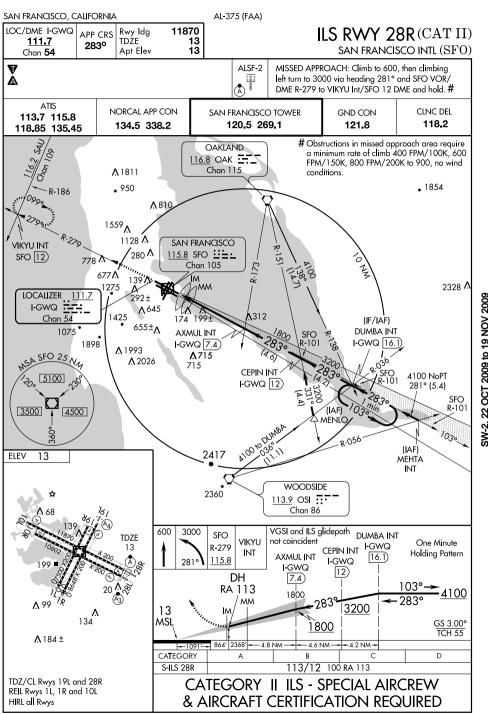
Simultaneous parallel approaches will only be offered/conducted when the weather is at least 2100 feet (ceiling) and 4 miles (visibility).

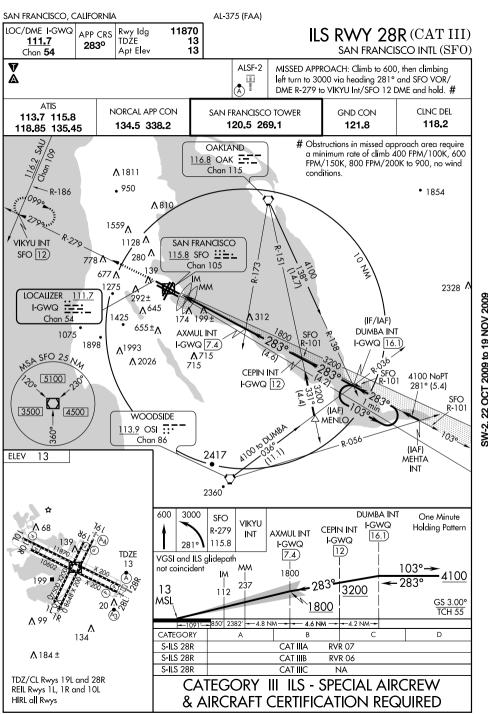
- 2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a PRM monitor frequency. The NORCAL approach controller will transmit on both frequencies. The PRM Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the approach controller's frequency (135.65), but will listen to both frequencies. Select the PRM monitor frequency audio only when in contact with NORCAL approach control (135.65). The volume levels should be set about the same
- on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked. The PRM monitor frequency may be de-selected passing NEPIC.

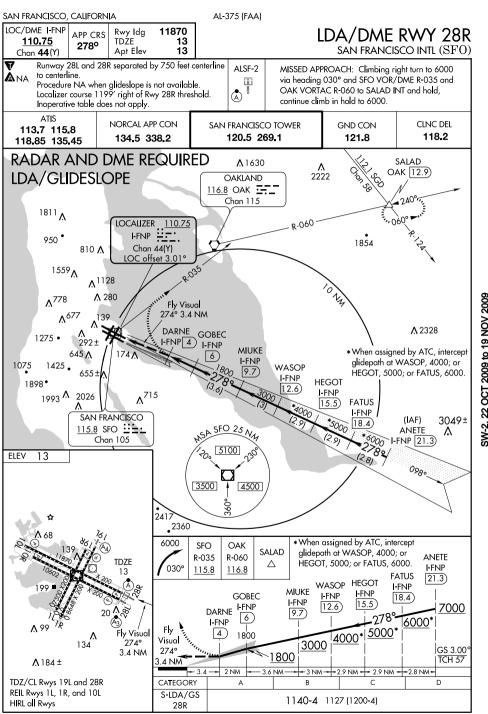
  3. ALL "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
  - (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The MVA
  - reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The MV in the final approach segment is 1600 feet at San Francisco International Airport.

    (b) Phraseology "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The
  - phraseology for the breakout will be:
    "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees),
    - "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".
- 4. Descending on (not above) the ILS glideslope ensures complying with any charted crossing restrictions and assists traffic on the LDA PRM 28R approach to mitigate possible wake turbulence encounters without destabilizing the LDA approach and creating a go-around.
- 5. **LDA Traffic:** While conducting this ILS/PRM approach to Runway 28L, other aircraft may be conducting the offset LDA/PRM approach to Runway 28R. These aircraft will approach from the right-rear and will re-align with 28R after making visual contact with the ILS traffic.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to SFO as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Oakland ARTCC as soon as practical, but at least 100 miles from SFO.







SAN FRANCISCO, CALIFORNIA AL-375 (FAA) LDA PRM RWY 28R LOC/DMF I-FNP Rwy Idg 11870 APP CRS (SIMULTANEOUS CLOSE PARALLEL) 110.75 TD7F 13 278° Apt Elev SAN FRANCISCO INTL (SFO) 13 Chan 44(Y) Simultaneous close parallel approach authorized with ILS PRM Rwy 28L. MISSED APPROACH: Climbing right turn ALSF-2 Localizer only not authorized during close parallel operations. to 6000 via heading 030° and SFO Dual VHF comm required. See additional requirements on AAUP. VOR/DME R-035 and OAK VORTAC Runway 28L and 28R separated by 750 feet centerline to centerline. R-060 to SALAD INT and hold, continue Localizer course 1199' right of Rwy 28R threshold. climb in hold to 6000. Inoperative table does not apply. ATIS SAN FRANCISCO TOWER NORCAL APP CON GND CON CLNC DEL 113.7 115.8 120.5 269.1 118.2 134.5 338.2 121.8 118.85 135.45 PRM 127.675 Λ 1630 SALAD RADAR AND DME REQUIRED **∧** 2222 OAK 12.9) OAKLAND LDA/GLIDESLOPE 116.8 OAK •--Chan 115 240°G <sup>1811</sup> ∧ LOCALIZER 110.75 R-060 I-FNP 950 1854 Chan 44(Y) 810 A LOC offset 3.01 1559<sub>A</sub> ∧<sup>1128</sup> NOTE: If go around executed after crossing DARNE, terrain in missed ۸<sup>778</sup> Λ 280 approach area requires a rate of climb of at least 475 FPM/100K, SW-2, 22 OCT 2009 to 19 NOV 2009 Fly Visual 713 FPM/150K, 950 FPM/200K, to 1600 no wind conditions. ۸<sup>677</sup> 274° 3.4 NM 139 DARNE Λ 2328 GOBEC 1275 • I-FNP 4) I-FNP MIUKE \*When assigned by ATC, intercept I-FNP alidepath at WASOP, 4000; or 1075 1425 \_ WASOP 9.7 655±1 HEGOT, 5000; or FATUS, 6000. I-FNP **HEGOT** 1898 ° 12.6 I-FNP 1993 **∧** 2026 15.5 **FATUS** I-FNP SAN FRANCISCO (IAF) 3049± 18.4 115.8 SFO :: --ANETE \_ Chan 105 I-FNP 21.3 5100 ELEV 13 12.81 0980 3500 4500 2417 2360 8ه ۸ \*When assigned by ATC, intercept 6000 SFO OAK SALAD alidepath at WASOP, 4000; or R-035 R-060 **ANETE** TDZE HEGOT, 5000; or FATUS, 6000. Δ 030° I-FNP 115.8 116.8 13 **FATUS** 21.3 WASOP HEGOT I-FNP MIUKE I-FNP **GOBEC** I-FNP 18.4 I-FNP 15.5 12.6 I-FNP 7000 20 ₺ॐ DARNE 9.7 278° 6 6000\* I-FNP Λ 99 4000\* 5000\* Fly Fly Visual 4 1800 Visua 274° 3000 134 274° GS 3.00° 3.4 NM 1800 TCH 57 3.4 NM **Λ** 184 ± 3.6 NM -3 NM -- 2.9 NM -- 2.9 NM -- 2.8 NM-- 3.4 2 NM TDZ/CL Rwys 19L and 28R CATEGORY В REIL Rwys 1L, 1R, and 10L S-LDA/GS 1140-4 1127 (1200-4) HIRL all Rwys 28R

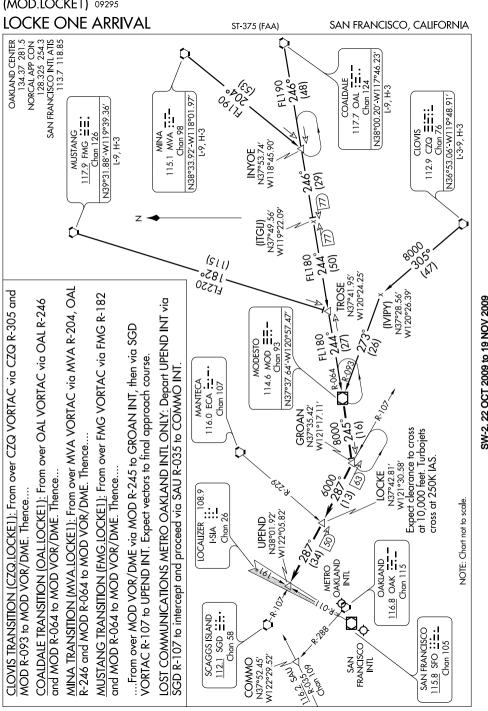
begin the turn as soon as practical.

# ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Points:

- Listen to the PRM monitor frequency when communicating with the NORCAL approach control (frequency 120.35), no later than LOC intercept.
- Report the ILS traffic in sight as soon as practical and prior to DARNE. DO NOT PASS.
- Expect to be switched to SFO tower (120.5) at DARNE, (I-FNP 4.0 DME).
- Remain on the LDA until passing DARNE (LDA MAP) so as not to penetrate the NTZ.
- PRM monitor frequency may be de-selected after determining that the aircraft is on the tower frequency.
- 1. ATIS. When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the LDA/PRM 28R approach. If later advised to expect an LDA/DME 28R
- approach, the LDA/PRM 28R chart may be used after completing the following briefing items:
  - (a) Minimums and missed approach procedures are unchanged.
  - (b) Monitor frequency no longer required. (c) A different glideslope intercept altitude may be assigned when advised to expect
  - LDA/DME 28R approach.
- Simultaneous parallel approaches will only be offered/conducted when the weather is at least
- 2100 feet (ceiling) and 4 miles (visibility).
- 2. Dual VHF Communication required. To avoid blocked transmissions, each runway will have two frequencies, a primary and a PRM monitor frequency. The NORCAL approach controller will transmit on
- both frequencies. The PRM Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the approach controller's frequency (120.35), but will listen to both frequencies.
- Select the PRM monitor frequency audio only when in contact with the NORCAL approach control (120.35). The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked. If executing a missed approach at DARNE,
- 3. ALL "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers
- will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 1600 feet at SFO.
- (b) Phraseology "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the
- breakout will be: "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".
- 4. Glide Slope Navigation: Descending on the glide slope ensures compliance with any charted crossing restrictions.
- 5. **SFO LDA Visual Segment.** If ATC advises that there is traffic on the 28L ILS, pilots are authorized to
- continue past the LDA 28R MAP to align with runway 28R centerline when: (a) the ILS traffic is in sight and is expected to remain in sight.
- (b) ATC has been advised that "traffic is in sight." (ATC is not required to acknowledge this transmission.) (c) the runway environment is in sight.
- Otherwise, a missed approach must be executed at the LDA MAP. Between DARNE and the runway threshold, pilots of the LDA aircraft are responsible for separating themselves visually from traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with the ILS traffic is subsequently lost, advise ATC as soon as practical and execute the published missed approach unless otherwise instructed by ATC.

Refer to "special pilot training required" on the ILS PRM 28L AAUP for specific non-participation procedures.



(LUVVE2.LUVVE) 07186 SAN FRANCISCO INTL (SFO) LUVVE TWO DEPARTURE SL-375 (FAA) SAN FRANCISCO, CALIFORNIA ATIS 135.45 GND CON 1218 SAN FRANCISCO TOWER 120.5 269.1 NORCAL DEP CON 135.1 307.2 SAN FRANCISCO 115.8 SFO <u>::</u> <u>-</u> . Chan 105 LUVVE N37°29.84′ W122°13.86′ SW-2 22 OCT 2009 to 19 NOV 2009 WOODSIDE 113.9 OSI ... Chan 86 NOTE: Rwys 19L/R departures turn left due to steeply rising terrain to 2000' immediately south of airport. For obstacle clearance the following minimum climb rates are required: Rwy 19L, 480' per NM to 1400'. Rwy 19R, Categories A, B, 480' per NM to 1400';

NOTE: Chart not to scale.

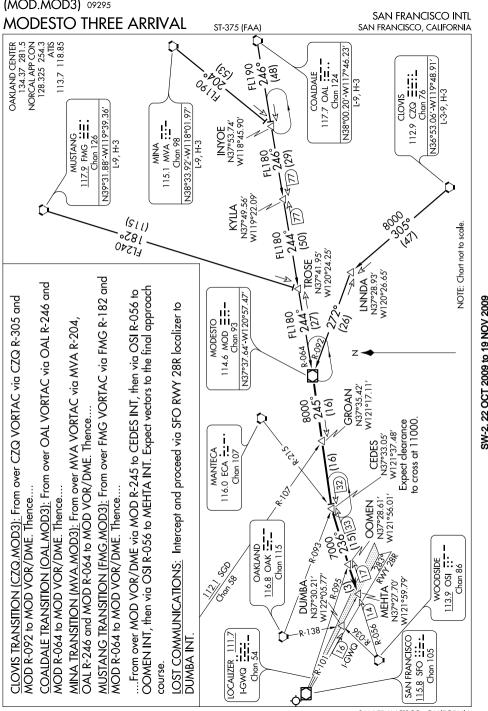
Categories C, Ď, 530' per NM to 1800'.

TAKE-OFF RUNWAYS 10L/R: Turn right and climb via SFO R-120 to LUVVE INT, expect vector to assigned route/fix after LUVVE INT. Expect further clearance to filed altitude 10 minutes after departure.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 19L/R: Turn left and climb via SFO R-120 to LUVVE INT, expect vector to assigned route/fix after LUVVE INT. Expect further clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS:
TAKE-OFF RUNWAYS 10L/R and 19L/R: If not in contact with departure control after reaching 3000' continue climb to assigned altitude and proceed direct to assigned route/fix.



(MOLEN3.MOLEN) 04050 SAN FRANCISCO INTL (SFO) MOLEN THREE DEPARTURE SAN FRANCISCO, CALIFORNIA SL-375 (FAA) ATIS 135.45 MENDOCINO GND CON 112.3 ENI ∺ • R-156 Chan 70 SAN FRANCISCO TOWER N39°03.19′-W123°16.45′ 120.5 269.1 L-2, H-3 NORCAL DEP CON 135.1 307.2 POINT REYES 113.7 PYE :--=: Chan 84 STINS N37°49.42' SAUSALITO W122°45.40′ 116.2 SAU ::-**MOLEN**  $\overline{5000}$  for Chan 109 N37°59.87' Rwys 10L/R; 19L/R W123°05.21′ R-243 NOTE: Mt. San Bruno weather information available on 118.05. NOTE: RADAR and DME required. SAN FRANCISCO 115.8 SFO **∷≒**∙ NOTE: Steeply rising terrain to Chan 105 (SIPLY) 2000' immediately south N37°35.12' of airport. W122°14.01′ WESLA 2500 N37°39.86′ W122°28.82′ NOTE: Departures from Rwy 19L/R require Take-off minimums of 2000-2: or 1800 Rwy 19L standard with a minimum 09<u>0</u>° climb gradient of 480' per NM to 1400'; Rwy 19R standard with a minimum climb gradient of: Cat A and B 480' per NM to 1400' Cat C and D 530' per NM to 1800'. NOTE: Departures from Rwys 28L/R require Take-off minimums of 800-2, or standard with a minimum climb gradient of 390' per NM to 1800'. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 10L/R and 19L/R: Turn left and climb via the SFO R-090 to the 7 DME Fix, then turn right heading 230° to intercept and proceed via PYE R-144 to STINS INT. Cross the SFO R-090 7 DME Fix at or above 2500'. Cross STINS INT at 5000'. Thence via (transition) or (assigned route). Expect further clearance to filed altitude 10 minutes after departure. TAKE-OFF RUNWAYS 28L/R: Intercept and proceed via SFO R-281 to WESLA INT, then turn right to intercept and proceed via SFO R-287 to MOLEN INT. Cross the SFO R-281 6 DME Fix (WESLA INT) at or above 1800'. Thence via (transition) or (assigned route). Expect further clearance to filed altitude 10 minutes after departure. MENDOCINO TRANSITION (MOLEN3.ENI): From over MOLEN INT via ENI R-156 ENI VORTAC.

SW-2, 22 OCT 2009 to 19 NOV 2009

(OFFSH5.MCKEY) 09239 SAN FRANCISCO INTL (SFO) OFFSHORE FIVE DEPARTURE SL-375 (FAA) SAN FRANCISCO, CALIFORNIA POINT REYES ATIS 135.45 113.7 PYE :--=-**CLNC DEL 118.2** 2500 Chan84 **GND CON 121.8** N37°39.99' SAN FRANCISCO TOWER 1600 W122°29.11 120.5 269.1 N37°41.14′ OAKLAND NORCAL DEP CON W122°21.82′ 116.8 OAK -135.1 307.2 Chan 115 SAN BRUNO WEATHER 118.05 SAN FRANCISCO R-228 115.8 SFO :::-. Chan 105 WAMMY N37°32.46′ W122°43.44′ SALINAS **SEGUL** 117.3 SNS ∷ N36°57.78′ Chan 120 W122°34.33 R-274 16,000 BIG SUR 114.0 BSR ...: **CYPRS** Chan 87 SW-2 22 OCT 2009 to 19 NOV 2009 N36°25.34' W122°25.93' FL 220 MORRO BAY 112.4 MQO ==:-**FELLOWS** Chan 71 117.5 FLW :=: N35°15.14′-W120°45.58′ Chan 122 MCKEY <sup>1</sup>? N35°05.58'-W119°51.93' N35°29.53' L-3-7, H-4 W121°05.75' FL 220 SAN MARCUS 086° (45) R-266 114.9 RZS :--· Chan 96 N34°30.57′-W119°46.26′ L-3-4-7. H-4 GAVIOTA DAISY 113.8 GVO ... NOTE: DME required. N34°15.23' Chan 85 W120°08.52' NOTE: RADAR required. 11,000 N34°31.88′-W120°05.47′ NOTE: Rwys 28L/R: For obstacle clearance a minimum L-3-4-7, H-4 climb rate of 480' per NM to 2500' 1201 is required. BENET Rwys 1L/R: For obstacle clearance a minimum N33°35.70′ climb rate of 460' per NM to 1800' W118°50.60' SANTA CATALINA is required. 111.4 SXC **∷:-**Rwys 19L/R, 10L/R: NA. Chan 51 N33°22.50′-W118°25.20′ (NARRATIVE ON FOLLOWING PAGE) L-3-4, H-4 NOTE: Chart not to scale.

OFFSHORE FIVE DEPARTURE

SL-375 (FAA)

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA

TAKE-OFF RUNWAYS 1L/R: Intercept and proceed via SFO R-350. Cross SFO
R-350 4 DME at or above 1600′. Thence....

TAKE-OFF RUNWAYS 28L/R: Intercept and proceed via SFO R-281. Cross SFO
R-281 6 DME at or above 2500′. Thence....

..... Turn left heading 200° to intercept and proceed via PYE R-151 to SEGUL INT.
Cross SEGUL INT at or above 16,000′. Then proceed via PYE R-151 to CYPRS INT;
cross CYPRS INT at or above FL 220. Then via the MQO R-295 to MCKEY INT, then
via (transition) or (assigned route). Expect further clearance to filed altitude 10
minutes after departure. When SFO VOR/DME is inoperative, Runway 28 departures

via (transition) or (assigned route). Expect further clearance to filed altitude 10 minutes after departure. When SFO VOR/DME is inoperative, Runway 28 departure expect radar vector to PYE R-151, then resume departure.

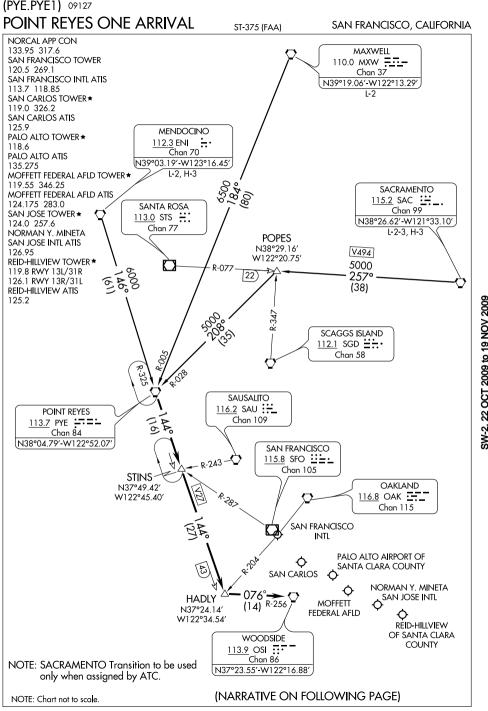
FELLOWS TRANSITION (OFFSH5.FLW): From over MCKEY INT via MQO R-295 to MQO VORTAC, then via MQO R-086 and FLW R-266 to FLW VORTAC.

GAVIOTA TRANSITION (OFFSH5.GVO): From over MCKEY INT via MQO R-295 to MQO VORTAC, then via MQO R-126 and GVO R-307 to GVO VORTAC.

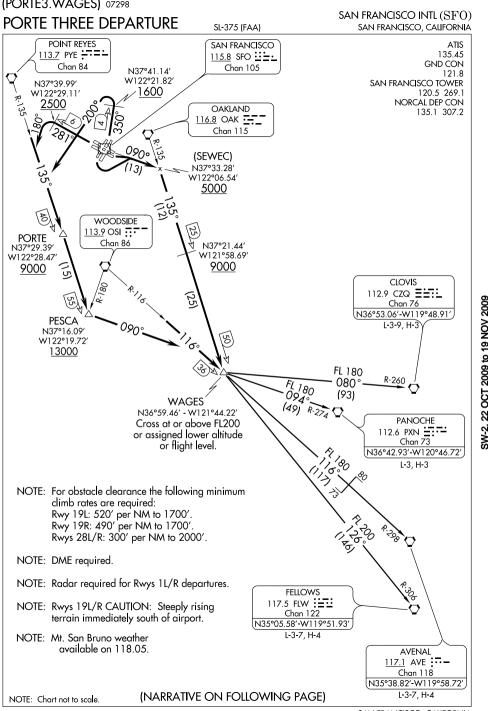
SAN MARCUS TRANSITION (OFFSH5.RZS): From over MCKEY INT via MQO R-295 to MQO VORTAC, then via MQO R-116 and RZS R-299 to RZS VORTAC.

SANTA CATALINA TRANSITION (OFFSH5.SXC): From over MCKEY INT via BSR R-131 and SXC R-287 to SXC VORTAC.

SW-2 22 OCT 2009 to 19 NOV 2009



(PYE.PYE1) 02276 POINT REYES ONE ARRIVAL SAN FRANCISCO, CALIFORNIA ST-375 (FAA) ARRIVAL DESCRIPTION MAXWELL TRANSITION (MXW.PYE1): From over MXW VORTAC via MXW R-184 and PYE R-005 to PYE VORTAC. Thence.... MENDOCINO TRANSITION (ENI.PYE1): From over ENI VORTAC via ENI R-146 and PYE R-325 to PYE VORTAC. Thence.... SACRAMENTO TRANSITION (SAC. PYE1): From over SAC VORTAC via SAC R-257 and PYE R-028 to PYE VORTAC. Thence.... ....From over PYE VORTAC via PYE R-144 to HADLY INT, then via OSI R-256 to OSI VORTAC. Expect radar vectors to final approach course. SW-2 22 OCT 2009 to 19 NOV 2009



(PORIE3.WAGES) 08157 SAN FRANCISCO INTL (SF()) PORTE THREE DEPARTURE SAN FRANCISCO, CALIFORNIA SL-375 (FAA) V DEPARTURE ROUTE DESCRIPTION

# TAKE-OFF RUNWAYS 1L/R: Intercept and proceed via SFO R-350. Cross SFO

proceed via PYE R-135. Cross PORTE DME fix at or above 9000' and PESCA DME fix at or above 13,000'. Then turn left heading 090° to intercept and proceed via the OSI R-116 to WAGES INT. Cross WAGES INT at or above FL 200 or assigned lower altitude or flight level. Thence via (transition) or (assigned route). Expect clearance to filed altitude 10 minutes after departure. TAKE-OFF RUNWAYS 10L/R and 19L/R: Turn left and climb via the SFO R-090 to

R-350/4 DME fix at or above 1600'. Turn left heading 200° to intercept and

intercept the OAK R-135 at or above 5000'. Proceed via the OAK R-135 to WAGES INT. Cross the OAK R-135/25 DME fix at or above 9000'. Cross WAGES INT at or above FL 200 or assigned lower altitude or flight level. Thence via (transition) or (assigned route). Expect clearance to filed altitude 10 minutes after departure. TAKE-OFF RUNWAYS 28L/R: Intercept and proceed via the SFO R-281, cross SFO R-281/6 DME fix at or above 2500', then turn left heading 180° to intercept and proceed via the PYE R-135 to cross PORTE DME fix at or above 9000' and PESCA DME fix at or above 13,000'. Then turn left heading 090° to intercept and proceed via the OSI R-116 to WAGES INT. Cross WAGES INT at or above FL 200 or assigned lower altitude or flight level. Thence via (transition) or (assigned route). Expect

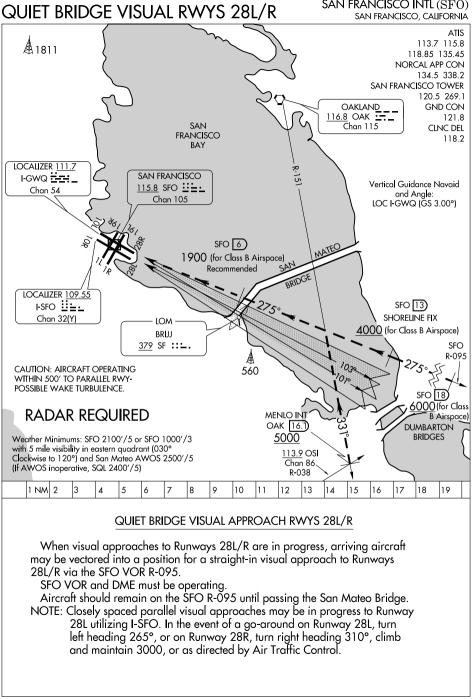
clearance to filed altitude 10 minutes after departure. When SFO VOR/DME is inoperative, Rwy 28 departures expect radar vector to PYE R-135 then resume SID. AVENAL TRANSITION (PORTE3.AVE): From over WAGES INT via OSI R-116 and AVE R-298 to AVE VORTAC.

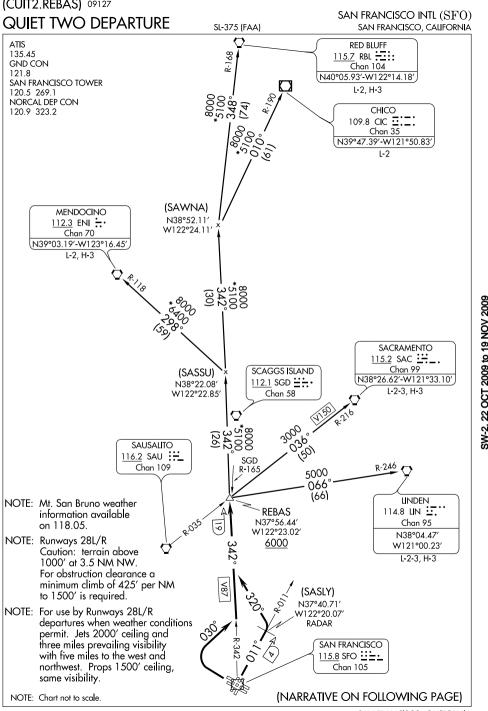
SW-2 22 OCT 2009 to 19 NOV 2009

CLOVIS TRANSITION (PORTE3.CZQ): From over WAGES INT via CZQ R-260 to CZQ VORTAC.

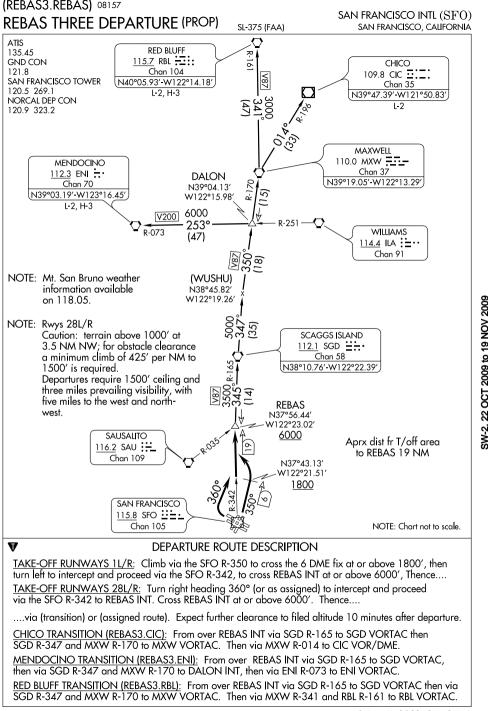
FELLOWS TRANSITION (PORTE3.FLW): From over WAGES INT via FLW R-306 to FLW VORTAC. PANOCHE TRANSITION (PORTE3.PXN): From over WAGES INT via PXN R-274 to

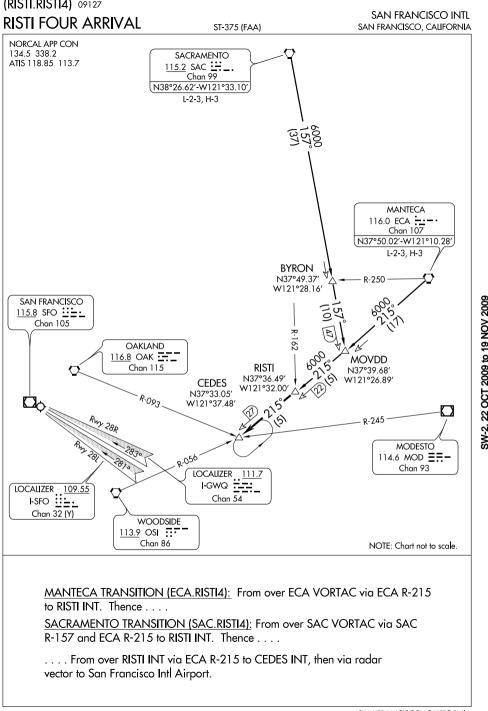
PXN VORTAC.

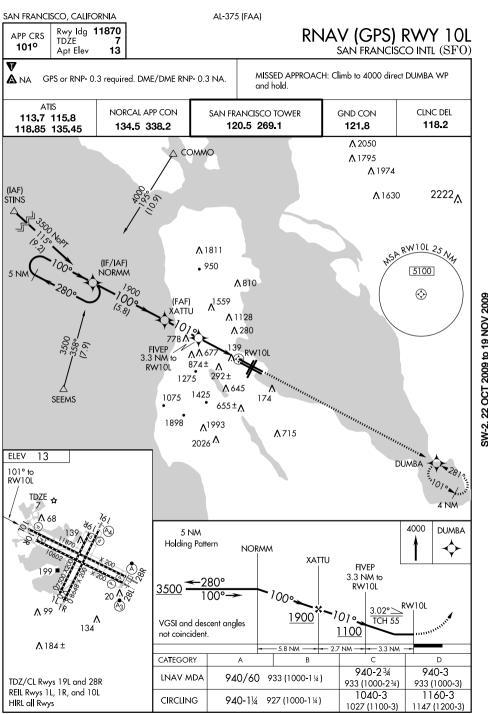


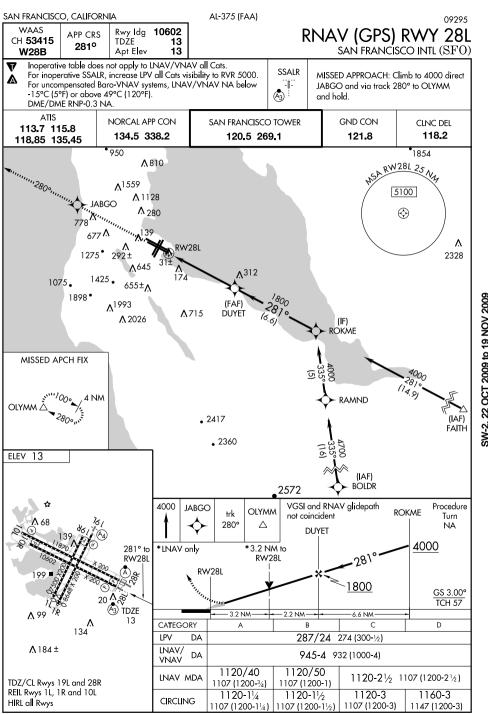


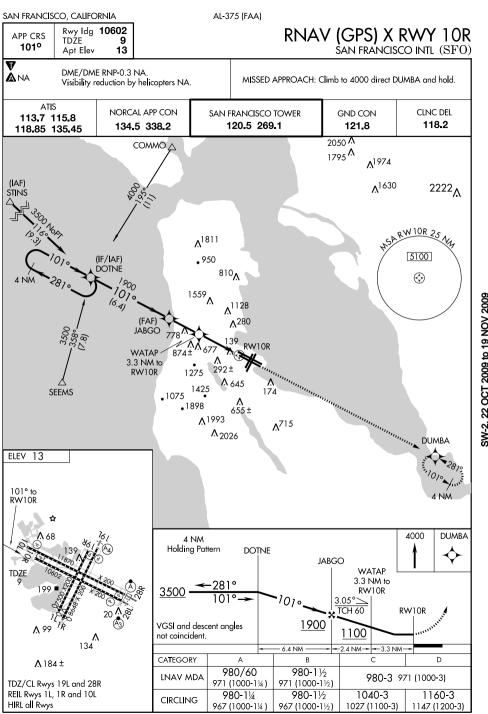
(CUIT2.REBAS) 02276 SAN FRANCISCO INTL (SFO) QUIET TWO DEPARTURE SAN FRANCISCO, CALIFORNIA SL-375 (FAA) V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 1L/R: Climb via SFO R-011 to the 4 DME/Radar then turn left heading 320° to intercept and proceed via SFO R-342 to cross REBAS INT at or above 6000'. Thence via (transition) or (assigned route). Expect clearances to filed altitude 10 minutes after departure. TAKE-OFF RUNWAYS 28L/R: Turn right heading 030° to intercept and proceed via the SFO R-342 to REBAS INT. Cross REBAS INT at or above 6000'. Then via (transition) or (assigned route). Maintain VFR conditions until intercepting SFO R-342. Expect clearance to filed altitude 10 minutes after departure. CHICO TRANSITION (CUIT2.CIC): From over REBAS INT via SFO R-342 and CIC R-190 to CIC VOR/DME. LINDEN TRANSITION (CUIT2.LIN): From over REBAS INT via LIN R-246 to LIN VORTAC. MENDOCINO TRANSITION (CUIT2.ENI): From over REBAS INT via SFO R-342 SW-2 22 OCT 2009 to 19 NOV 2009 and ENI R-118 to ENI VORTAC. RED BLUFF TRANSITION (CUIT2.RBL): From over REBAS INT via SFO R-342 and RBL R-168 to RBL VORTAC. SACRAMENTO TRANSITION (CUIT2.SAC): From over REBAS INT via SAC R-216 to SAC VORTAC.

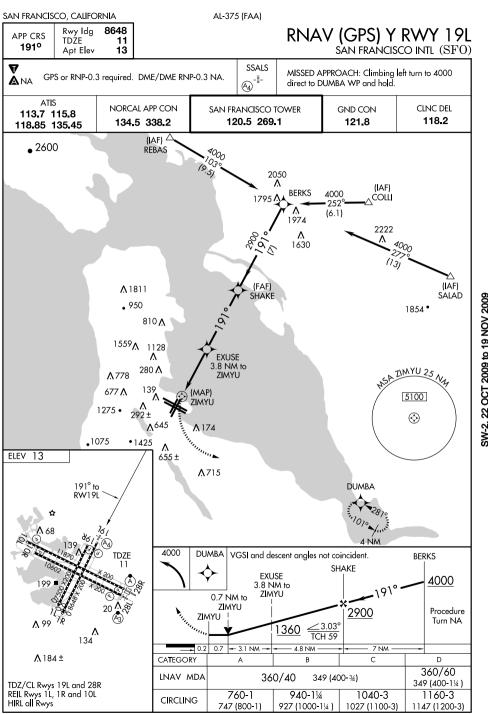


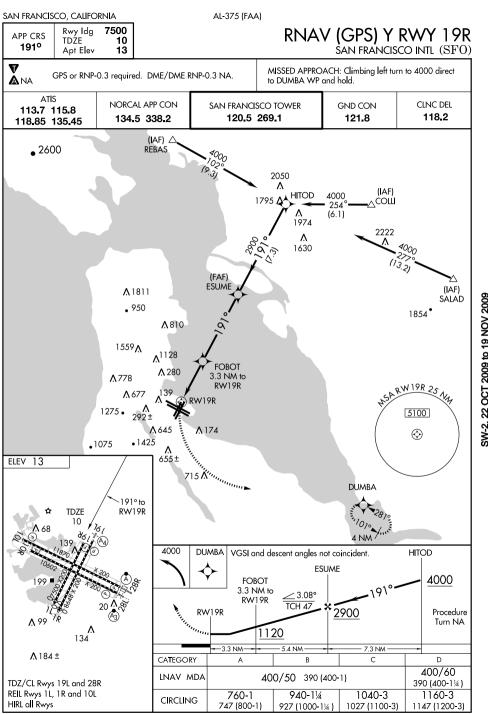


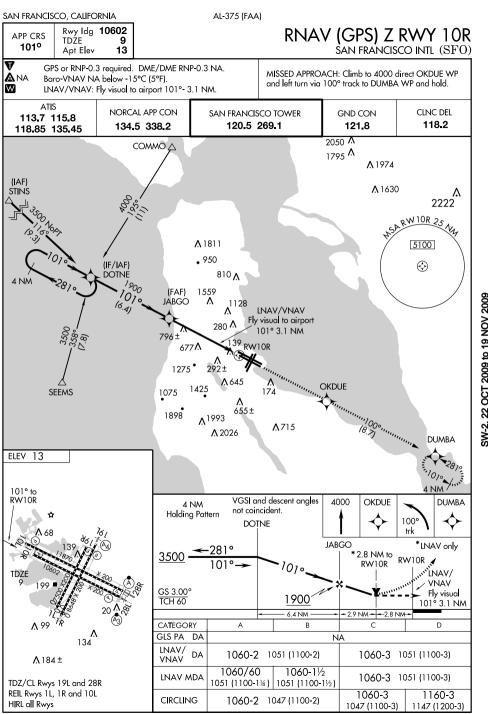


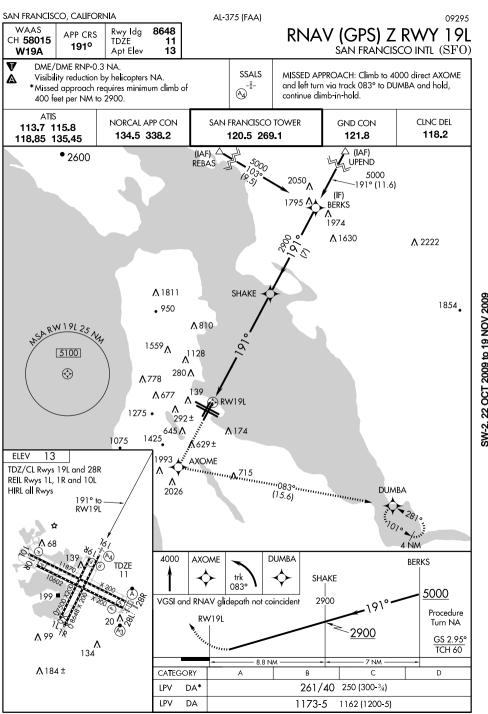


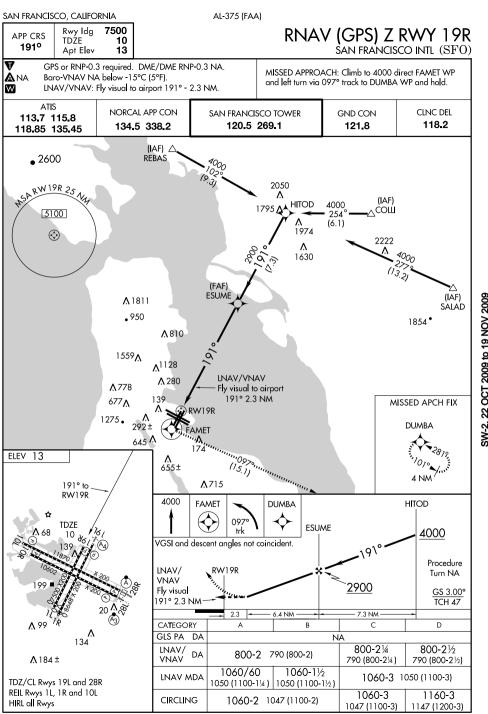


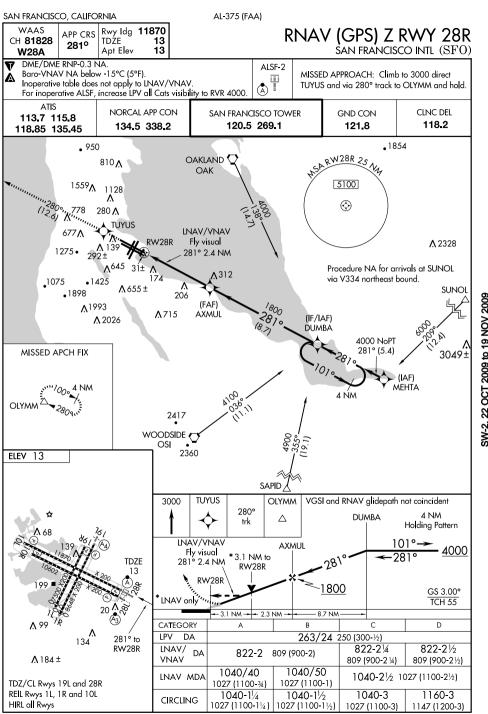


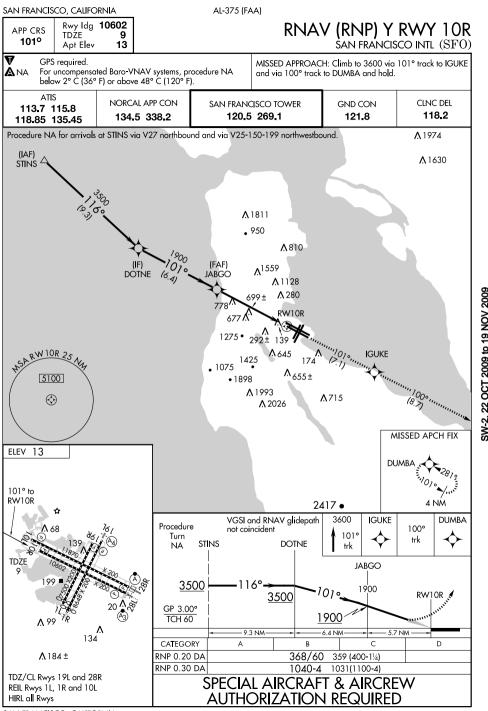


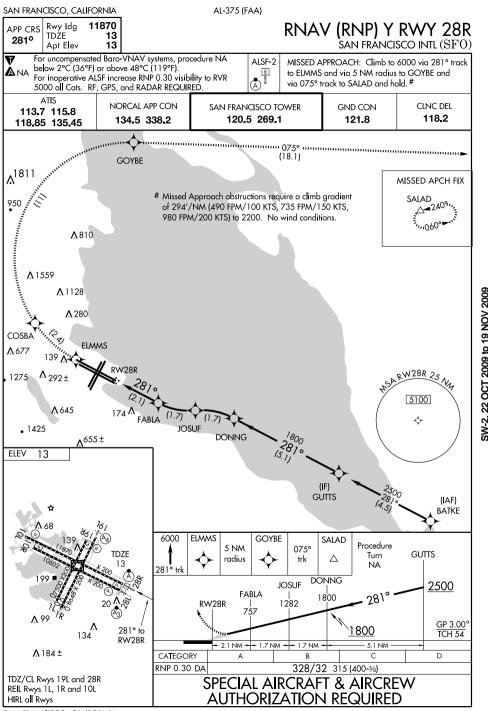


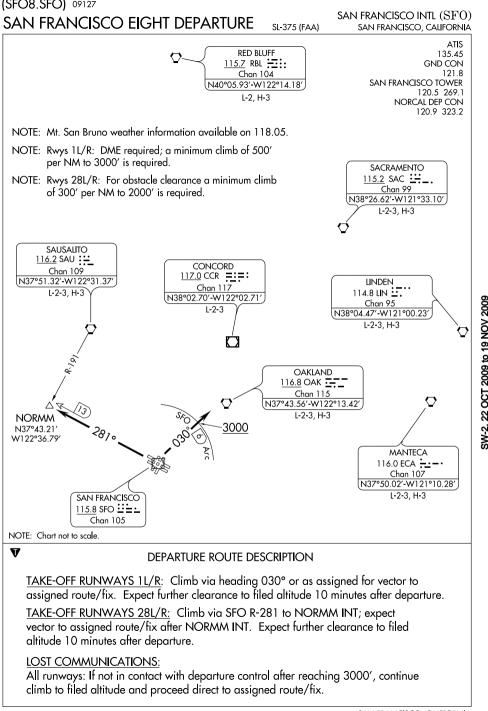


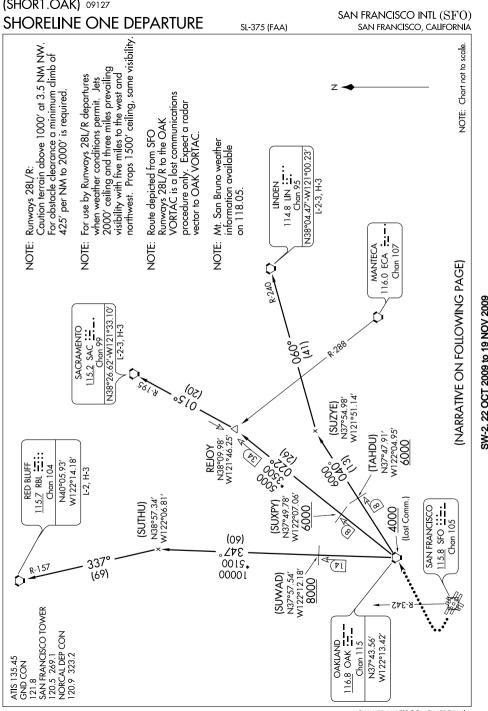




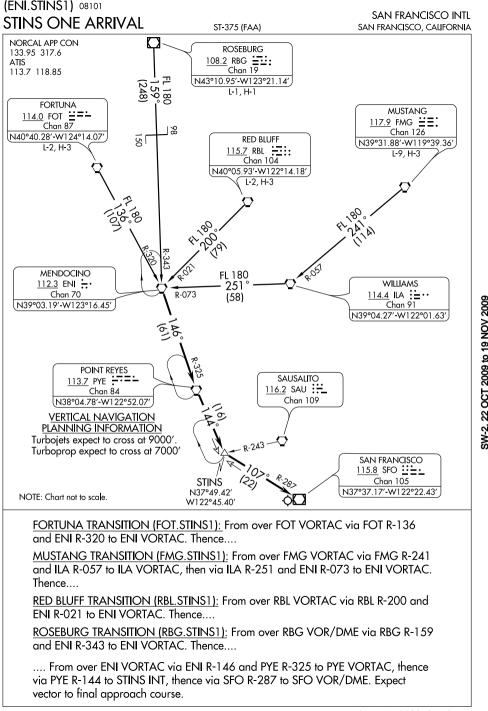


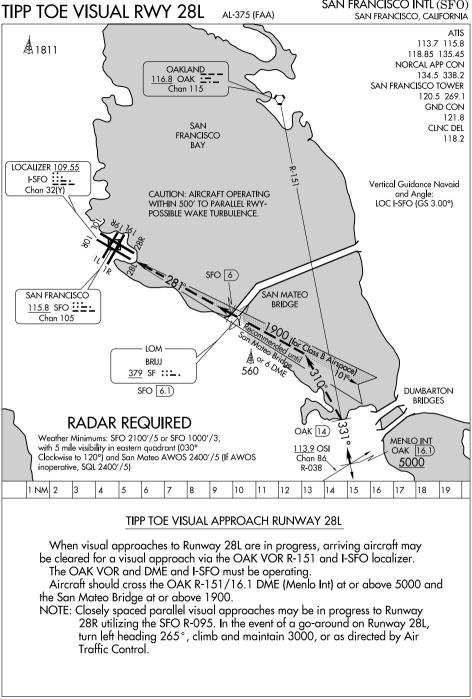


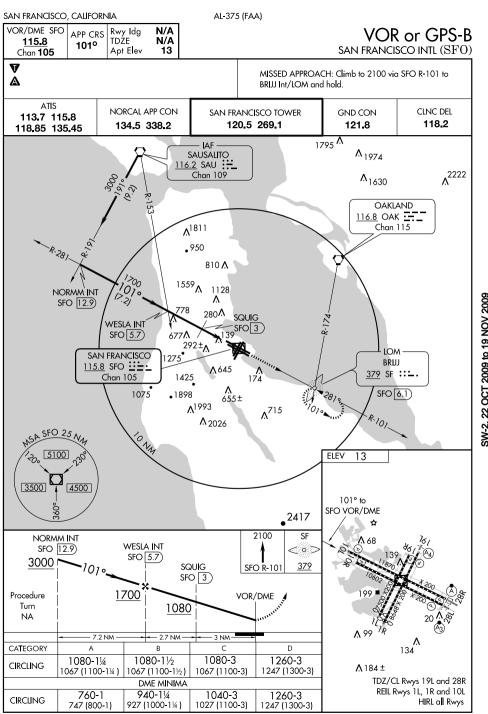


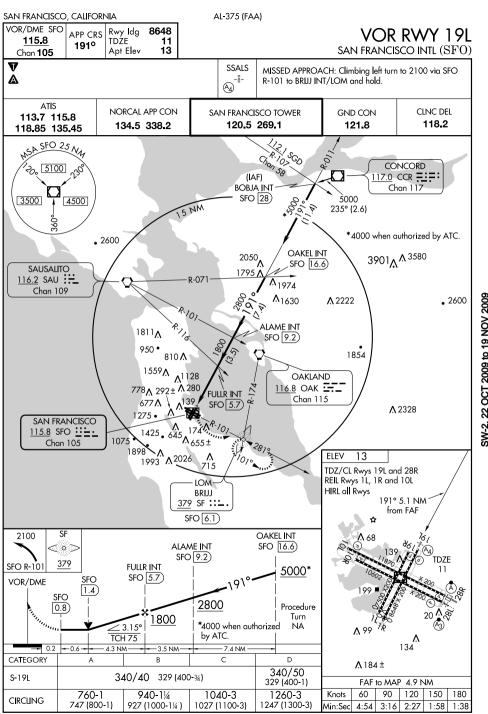


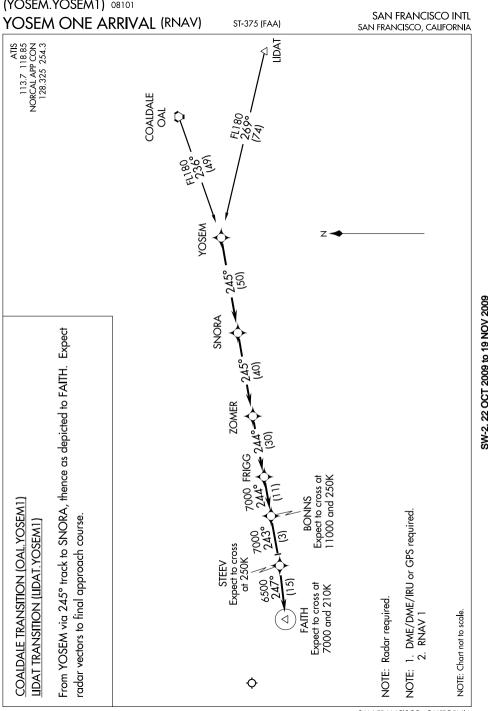
(SHOR1.OAK) 02276 SAN FRANCISCO INTL (SFO) SHORELINE ONE DEPARTURE SAN FRANCISCO, CALIFORNIA SL-375 (FAA) V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 28L/R: Turn right heading 040° or as assigned, for vector to OAK VORTAC. Then via (transition) or (assigned route). Expect further clearance to filed altitude 10 minutes after departure. LOST COMMUNICATIONS: Take-off runways 28L/R: If not in contact with departure control one minute after crossing the SFO R-342, proceed direct to OAK VORTAC. Cross OAK VORTAC at or above 4000' LINDEN TRANSITION (SHOR1.LIN): Climb via OAK R-040 and LIN R-240 to LIN VORTAC. Cross the OAK R-040 8 DME fix at or above 6000'. Thence via (assigned route). RED BLUFF TRANSITION (SHOR1.RBL): Climb via OAK R-347 and RBL R-157 to RBL VORTAC. Cross the OAK R-347 14 DME fix at or above 8000'. Maintain SW-2 22 OCT 2009 to 19 NOV 2009 (assigned altitude) or (flight level). Thence via (assigned route). SACRAMENTO TRANSITION (SHOR1.SAC): Climb via OAK R-022 and SAC R-195 to SAC VORTAC. Cross the OAK R-022 8 DME fix at or above 6000'. Maintain (assigned altitude) or (flight level). Thence via (assigned route).

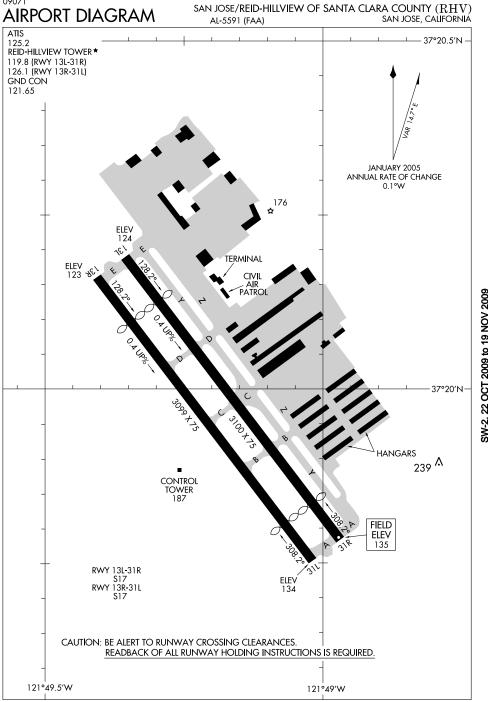


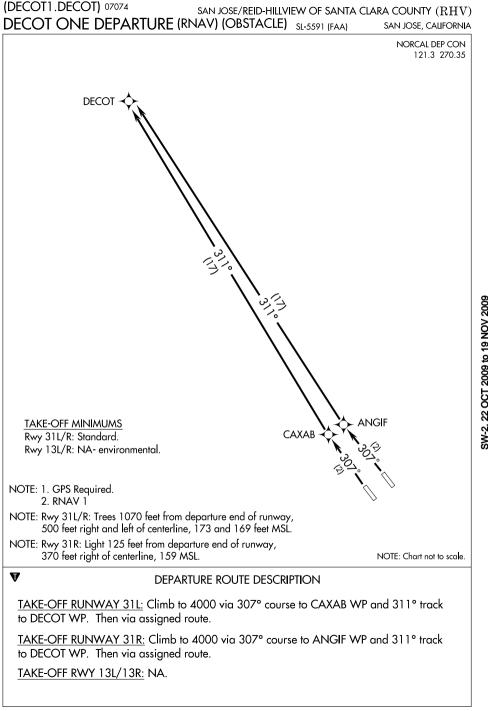


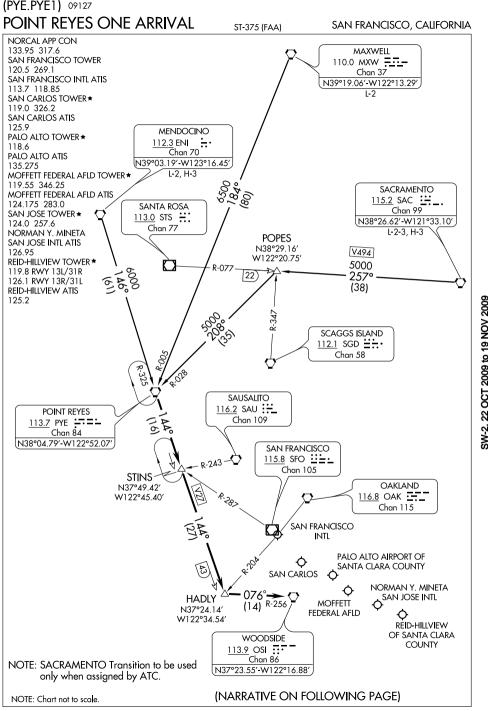












(PYE.PYE1) 02276 POINT REYES ONE ARRIVAL SAN FRANCISCO, CALIFORNIA ST-375 (FAA) ARRIVAL DESCRIPTION MAXWELL TRANSITION (MXW.PYE1): From over MXW VORTAC via MXW R-184 and PYE R-005 to PYE VORTAC. Thence.... MENDOCINO TRANSITION (ENI.PYE1): From over ENI VORTAC via ENI R-146 and PYE R-325 to PYE VORTAC. Thence.... SACRAMENTO TRANSITION (SAC. PYE1): From over SAC VORTAC via SAC R-257 and PYE R-028 to PYE VORTAC. Thence.... ....From over PYE VORTAC via PYE R-144 to HADLY INT, then via OSI R-256 to OSI VORTAC. Expect radar vectors to final approach course. SW-2 22 OCT 2009 to 19 NOV 2009 SAN JOSE, CALIFORNIA AL-5591 (FAA) Rwy Idg 2690 APP CRS TDŹE 131 307° 133 Apt Elev When control tower closed, use San Jose Intl altimeter setting. MISSED APPROACH: Climb to 4000 via 307° course to  $\mathbf{A}$ NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. CEPEL WP and 313° course to DECOT WP and hold. Circling east of Rwy 13L-31R at night not authorized. REID-HILLVIEW TOWER\* ATIS NORCAL APP CON GND CON UNICOM (Rwy 13L-31R) (Rwy 13R-31L) 122.95 125.2 120.1 290.25 121.65 119.8 (CTAF) 126.1 4 NM-DECOT 3033 3675 SARW31R 25 NA 3817 A 3049 384 5600  $(\diamondsuit)$ CEPEL 1830 A 550 A 3104 2360 A 1860 A 2813 380 RW31R 542 ↑ JOPAN 5.7 NM to 1435 RW31R \$2880 (FAF) OZNÚM (IAF A 34967 4000 ZUXOX 1.4081 ELEV 133 3120 14049 GILRO 4000 VGSI and descent angles DECOT CEPEL Λ<sub>232 ±</sub> not coincident. **FCYON** Δ OZNUM **JOPAN** 313° 307° 5.7 NM to ◆ 176 RW31R 4000 3.20° TCH 40 RW31R Procedure 2900 2100 Turn NA 2.3 NM 5.7 NM 5.1 NM CATEGORY D 1440-11/4 1440-11/2

LNAV MDA

CIRCLING

LNAV MDA

CIRCLING

TDZE

131

307° to

RW31R

MIRL Rwy 13L-31R 🗓

REIL Rwys 13L and 31R 0

1309 (1400-11/4) | 1309 (1400-11/2)

1307 (1400-11/4) | 1307 (1400-11/2)

1329 (1400-1¼) | 1329 (1400-1½)

1327 (1400-1¼) | 1327 (1400-1½)

1440-11/4

1460-11/4

1460-11/4

1440-11/2

1460-11/2

1460-11/2

SAN JOSE INTL ALTIMETER SETTING MINIMUMS

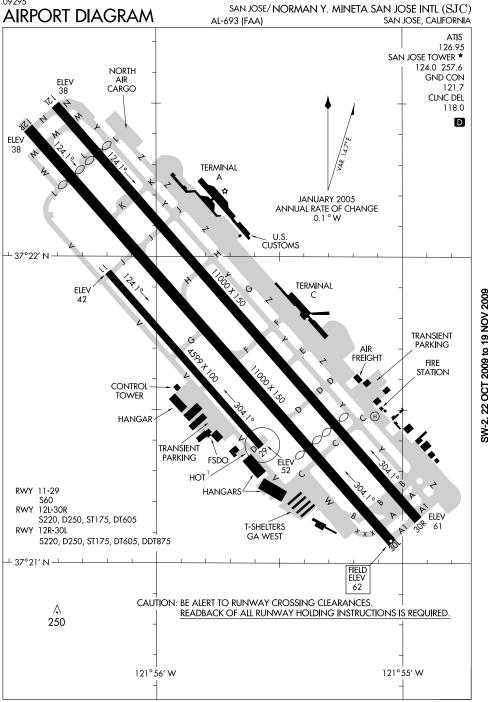
22 OCT 2009 to 19 NOV 2009

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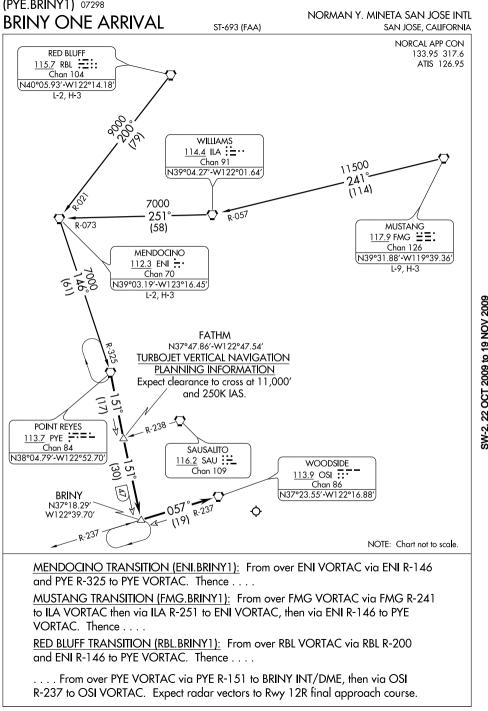
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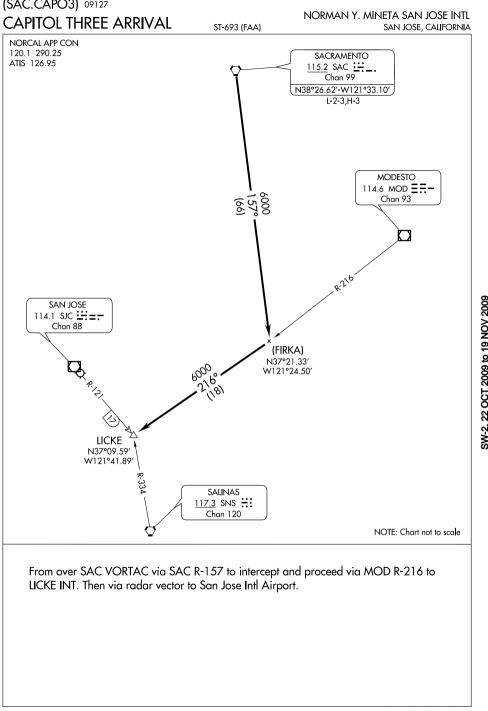
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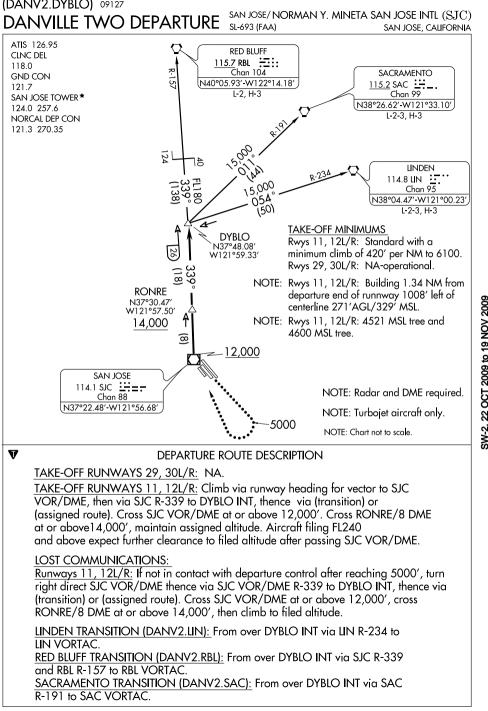
NA



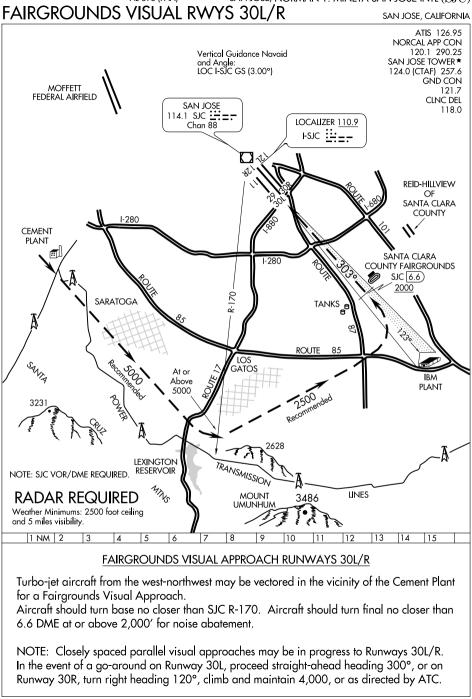
(ALTAM7.ALTAM) 09127 SAN JOSE/ NORMAN Y. MINETA SAN JOSE INTL (S.T.C.) ALTAM SEVEN DEPARTURE SL-693 (FAA) SAN JOSE, CALIFORNIA ATIS 126.95 CLNC DEL SACRAMENTO 115.2 SAC <u>:--</u>\_. 118.0 GND CON 1217 N38° 26.62′ - W121° 33.10′ SAN JOSE TOWER\* L-2-3. H-3 124.0 257.6 NORCAL DEP CON 121.3 270.35 4500 049° OAKLAND LINDEN (391 116.8 OAK .... ALTAM 114.8 LIN :-N37°48.73' \_ Chan 115 Chan 95 W121°44.83′ N38° 04.47′ - W121° 00.23′ R-250 L-2-3, H-3 R-060 MANTECA 116.0 ECA :---PAPOF Chan 107 N37°37.56′ W121°49.89′ SW-2 22 OCT 2009 to 19 NOV 2009 TURBO IFTS 11,000 SAN JOSE 114.1 SJC :::=-5000 Chan 88 NOTE: RADAR required. NOTE: Rwys 11, 12L/R: Building 1.34 NM from departure end of runnway 1008' left of centerline 271' AGL/329' MSL. TAKE-OFF MINIMUMS Rwys 11, 12L/R: Standard with a minimum climb of 290' per NM to 4000/ Turbojets 290' per NM to 11000 (ATC). Rwys 29, 30L/R: NA- operational. 4000 NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 11, 12L/R: Climb via heading 123° to intercept and proceed via OAK R-129 to 4000', then turn left heading 300° to intercept SJC R-004 at or above 5000'. Proceed via SJC R-004 to ALTAM INT. Turbojets cross PAPOE INT/SJC 16 DME at or above 11,000'. Then via (transition) or (assigned route). Aircraft filing FL240 and above expect further clearance to filed altitude 10 minutes after departure. TAKE-OFF RUNWAYS 29, 30L/R: Not Authorized. LINDEN TRANSITION (ALTAM7.LIN): From over ALTAM INT via LIN R-229 to IIN VORTAC SACRAMENTO TRANSITION (ALTAM7.SAC): From over ALTAM INT via SAC R-177 to SAC VORTAC.

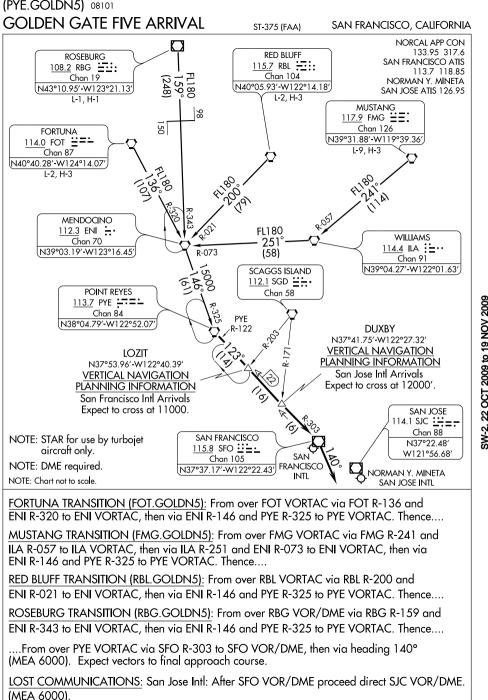


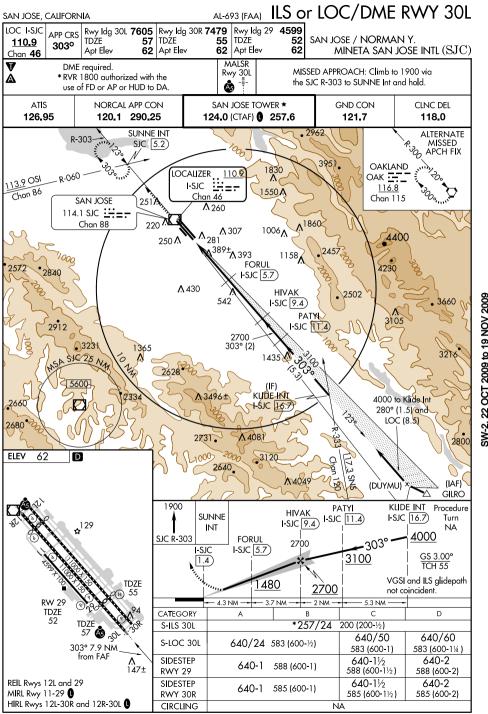


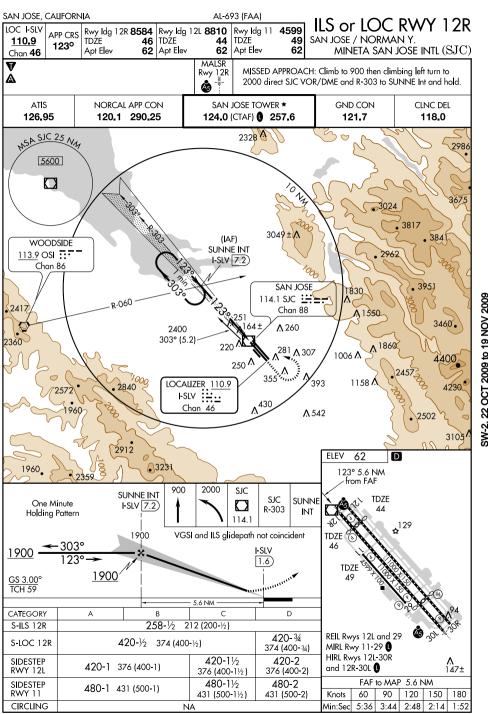


(HYP.HYP5) NORMAN Y. MINETA SAN JOSE INTL **FIVE ARRIVAL** SAN JOSE, CALIFORNIA ST-693 (FAA) NOTE: Chart not to scale. 317.775 N38°00.20'-W117°46.23' ATIS 126.95 117.7 OAL :=... Chan 124 COALDALE L-9, H-3 0/2/2 N39°31.88′-W119°39.36′) TURBOJET VERTICAL NAVIGATION W118°47.03' 117.9 FMG ☱플: N37°23.38′ CANDA NAVIGATION PLANNING MUSTANG Expect clearance to cross PLANNING INFORMATION Chan 126 L-9, H-3 Expect clearance to cross **IURBOJET VERTICAL** at or below FL 240. N37°17.17' - W119°47.50' at or below FL 240. NFORMATION W119°46.10' N37°41.17″ ELCAP -KNOLS FL180 (49) 112.9 CZQ **ΞΞΞΞ** Chan 76 CLOVIS (111) • 192 • 13900 • EF180 87 SW-2 22 OCT 2009 to 19 NOV 2009 99 00/2/2 12000 (58) at or below 12000', and to cross 25 NM southeast of SJC VOR/DME at 8000'. TURBOJET VERTICAL NAVIGATION For Rwy 12 Operations: Expect radar vectors to final approach course. Expect clearance to cross PAPEE MUSTANG TRANSITION (FMG.HYP5): From over FMG VORTAC via COALDALE TRANSITION (OAL.HYP5): From over OAL VORTAC via PLANNING INFORMATION PANOCHE N37°13.17'-W120°24.01' FMG R-167 and CZQ R-348 to ELCAP INT, then via HYP R-032 to ... From over HYP VOR/DME via HYP R-240 to PAPEE DME fix, then via HYP R-240 to TORCH DME fix, thence via SJC R-121 to 114.2 HYP ::::::-Chan 89 EL NIDO 18 OAL R-216 and HYP R-067 to HYP VOR/DME. Thence . W120°46.17′ N37°08.38′ PAPE GILRO INT. Expect the ILS Rwy 30L Approach. N36°58.77′ W121°29.56′ **TORCH** 30% 114.1 SJC :::=:-Chan 88 HYP VOR/DME. Thence . . SAN JOSE W121°34.11′ 117.3 SNS ::: N37°02.77 GILRO Chan 120 SALINAS









(JAWWS.JAWWS2) 08325 NORMAN Y, MINETA SAN JOSE INTI. JAWWS TWO ARRIVAL SAN JOSE, CALIFORNIA ST-693 (FAA) NORCAL APP CON 124 525 348 675 ATIS 126.95 MUSTANG 117.9 FMG **∷**Ξ N39°31.88′-W119°39.36′ L-9. H-3 COALDALE 117.7 OAL :=.. Chan 124 N38°00.20′-W117°46.23′ L-9. H-3 OAKLAND 116.8 OAK •--Chan 115 EL NIDO 65 **ELCAP** 114.2 HYP ∷:=-N37°41.17′ W119°46.10′ 2 Chan 89 N37°13.17′-W120°24.01′ SAN JOSE TURBOJET VERTICAL 114.1 SJC :---L-3, H-3 NAVIGATION PLANNING Chan 88 INFORMATION PAPFF N37°08.38' - W120°46.17' Expect clearance to cross TURBOJET VERTICAL at or below FL 240. NAVIGATION PLANNING INFORMATION Expect clearance to cross 8 at or below 11000'. FL180 12000 R-242 **PUCKK** 247 CANDA N37°21.81′ W122°00.58′ 0008 (49) N37°23.38′ W118°47.03′ -240° R-067 (29) 1181 240° **KNOLS JAWWS** (49) N37°17.17′ - W119°47.50′ PANOCHE N36°55.50′ TURBOJET VERTICAL 112.6 PXN :::-W121°45.24' NAVIGATION PLANNING <u>TUR</u>BOJET Chan 73 INFORMATION VERTICAL Expect clearance to cross NAVIGATION at or below FL 240. **PLANNING** INFORMATION CLOVIS Expect clearance to 112.9 CZQ =::: cross below 8000'. Chan 76 AVENAL SALINAS 117.1 AVE :--117.3 SNS ∷ Chan 118 Chan 120 **ROBIE** N35°38.82' N35°58.89' N36°39.83' W121°00.57' W119°58.72' W121°36.19' L-3-7, H-4 SAN MARCUS NOTE: Radar required. 114.9 RZS :--· NOTE: Procedure authorized for runway 12 only. Chan 96 N34°30.57′-W119°46.26′ L-3-4-7, H-4 (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

22 OCT 2009 to 19 NOV 2009

NORMAN Y. MINETA SAN JOSE INTL SAN JOSE, CALIFORNIA

ST-693 (FAA)

## ARRIVAL DESCRIPTION

AVENAL TRANSTION (AVE.JAWWS2): From over AVE VORTAC via AVE R-276 to ROBIE INT, then via SNS R-128 to SNS VORTAC, then via SNS R-318 to JAWWS INT. Thence . . .

COALDALE TRANSITION (OAL.JAWWS2): From over OAL VORTAC via OAL R-216 and HYP R-067 to HYP VOR/DME, then via HYP R-240 to JAWWS

INT. Thence . . . .

EL NIDO TRANSITION (HYP.JAWWS2): From over HYP VOR/DME via HYP R-240 to PAPEE INT then via HYP R-240 to JAWWS INT.

Thence . . . . MUSTANG TRANSITION (FMG.JAWWS2): From over FMG VORTAC via

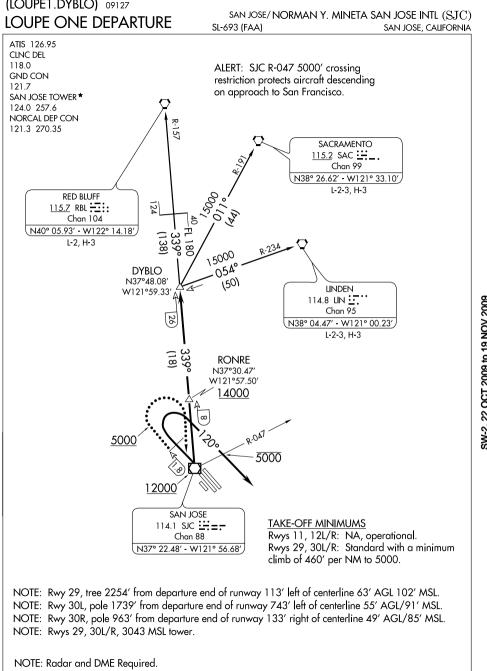
FMG R-167 to ELCAP INT, then via HYP R-032 to HYP VOR/DME, then via HYP R-240 to JAWWS INT. Thence . . .

SAN MARCUS TRANSITION (RZS.JAWWS2): From over RZS VORTAC via RZS R-312 and SNS R-128 to SNS VORTAC, then via SNS R-318 to JAWWS

INT. Thence . . . . . . . . From over JAWWS INT via OAK R-138 to PUCKK INT, thence via heading 300°, expect radar vectors to final approach course.

LOST COMMUNICATIONS: In the event of lost communications proceed direct to SJC VOR/DME and execute runway 12R ILS approach.

SW-2 22 OCT 2009 to 19 NOV 2009



NOTE: Turbojet aircraft only.

(NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

TAKE-OFF RUNWAYS 29, 30L/R: Climb runway heading at SJC 1.8 DME northwest of SJC VOR/DME turn right heading 120°, maintain 5000, for radar vectors to

SJC VOR/DME, then via SJC R-339 to DYBLO INT, Thence.... ...via (transition) or (assigned route). Cross SJC R-047 at or below 5000, cross SJC

VOR/DME at or above 12000, cross RONRE/8 DME at or above 14000, maintain assigned altitude. Aircraft filing FL240 and above expect further clearance to filed altitude 10 minutes after departure.

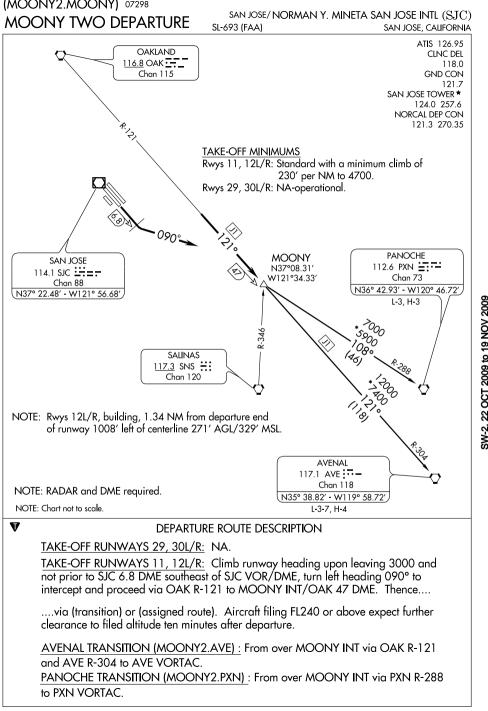
or above 14000, then climb to filed altitude.

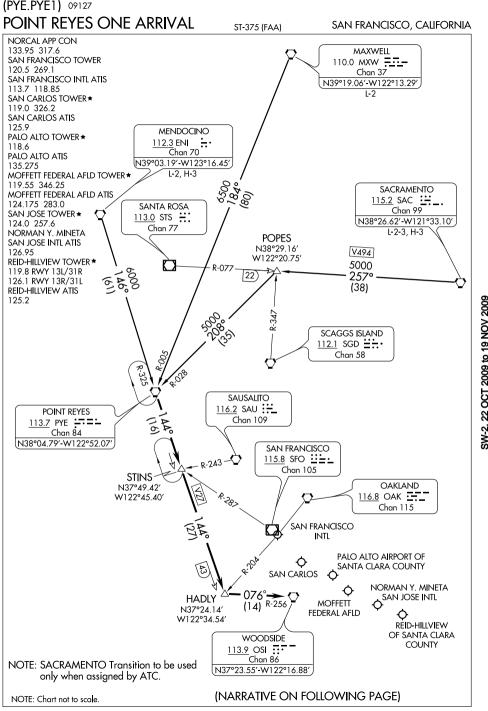
LOST COMMUNICATIONS: Runways 29, 30L/R: If not in contact with departure control after reaching 5000' turn right direct SJC VOR/DME thence via SJC VOR/DME R-339 to DYBLO INT, thence via (transition) or (assigned route). Cross SJC VOR/DME at or above 12000, cross RONRE/8 DME at

LINDEN TRANSITION (LOUPE1.LIN): From over DYBLO INT via LIN R-234 to LIN VORTAC. RED BLUFF TRANSITION (LOUPE1.RBL): From over DYBLO INT via SJC R-339 and RBL

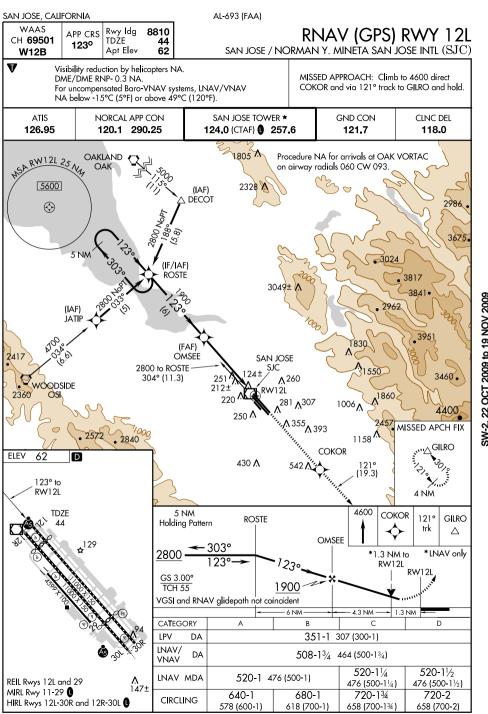
R-157 to RBL VORTAC. SACRAMENTO TRANSITION (LOUPE1.SAC): From over DYBLO INT via SAC R-191 to SAC VORTAC.

SW-2 22 OCT 2009 to 19 NOV 2009

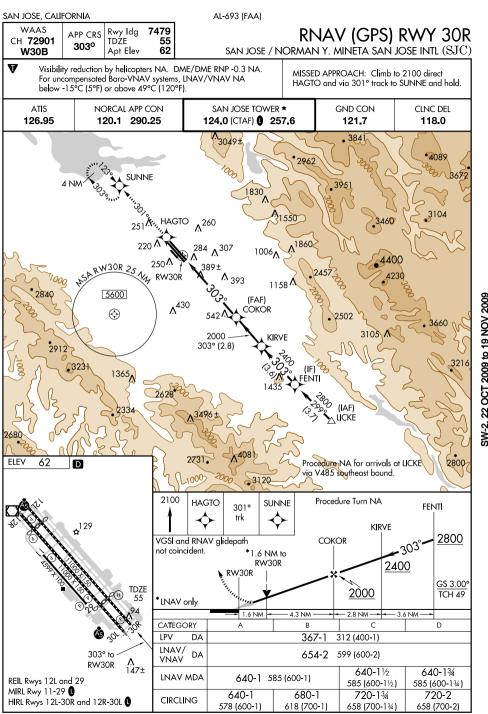


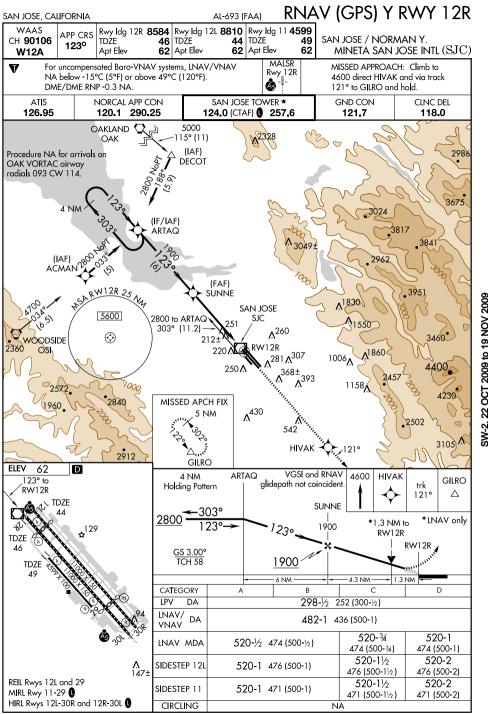


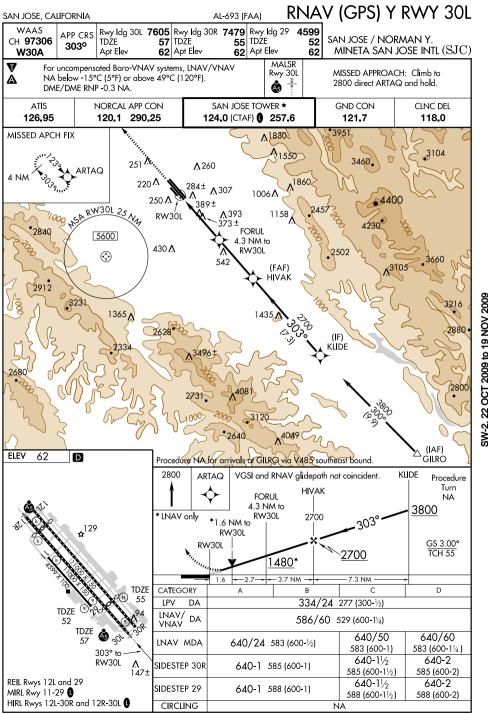
(PYE.PYE1) 02276 POINT REYES ONE ARRIVAL SAN FRANCISCO, CALIFORNIA ST-375 (FAA) ARRIVAL DESCRIPTION MAXWELL TRANSITION (MXW.PYE1): From over MXW VORTAC via MXW R-184 and PYE R-005 to PYE VORTAC. Thence.... MENDOCINO TRANSITION (ENI.PYE1): From over ENI VORTAC via ENI R-146 and PYE R-325 to PYE VORTAC. Thence.... SACRAMENTO TRANSITION (SAC. PYE1): From over SAC VORTAC via SAC R-257 and PYE R-028 to PYE VORTAC. Thence.... ....From over PYE VORTAC via PYE R-144 to HADLY INT, then via OSI R-256 to OSI VORTAC. Expect radar vectors to final approach course. SW-2 22 OCT 2009 to 19 NOV 2009 SAN JOSE, CALIFORNIA AL-693 (FAA) 4599 Rwy Ida RNAV (GPS) RWY 11 APP CRS TDŹE 49 1230 SAN JOSE / NORMAN Y, MINETA SAN JOSE INTL (SJC) Apt Elev 62 v DME/DME RNP- 0.3 NA. MISSED APPROACH: Climb to 4000 direct FOBIG WP For uncompensated Baro-VNAV systems, LNAV/VNAV and left turn via 121° track to GILRO WP and hold. NA below -15°C (5°F) or above 49°C (120°F). SAN JOSE TOWER ★ CLNC DEL NORCAL APP CON GND CON ATIS 118.0 126.95 120.1 290.25 124.0 (CTAF) 0 257.6 121.7 SARW11 25 Ny DECOT\_ 5600  $\Diamond$ 3024 (IF/IAF) 3817 CUDNO 3841 3049± (FAF) İSENĖ 3300 to CUDNO 100 A1836 302° (10.7) 22 OCT 2009 to 19 NOV 2009 SAN JOSE 3460 251 ŠJC ∧<sub>260</sub> WOODSIDE 220 OSI 281 A<sup>307</sup> **^** RW11/250 **FOBIG** 1158 Λ<sup>430</sup> 2502 MISSED APCH FIX Constitution of the second ELEV 62 D 323 1365 123° to RW11 4000 VGSI and RNAV alidepath not coincident. **FOBIG** GILRO **CUDNO** 4 NM Δ 121 Holding Pattern trk 3300 **ISENE TDZE** RW11 49 GS 3.00° 1900 TCH 52 5.7 NM 5.6 NM CATEGORY В C D GLS PA DA NA INAV/ DA 516-13/4 467 (500-13/4) VNAV 520-11/4 520-11/2 147± LNAV MDA 520-1 471 (500-1) REIL Rwys 12L and 29 471 (500-11/4) 471 (500-11/2) MIRL Rwy 11-29 ( 640-1 680-1 720-13/4 720-2 CIRCLING HIRL Rwys 12L-30R and 12R-30L <u>578</u> (600-1) 618 (700-1) 658 (700-1%) 658 (700-2)

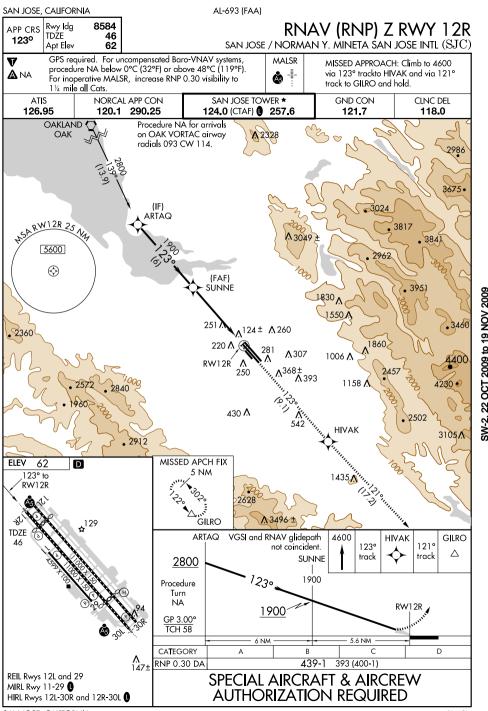


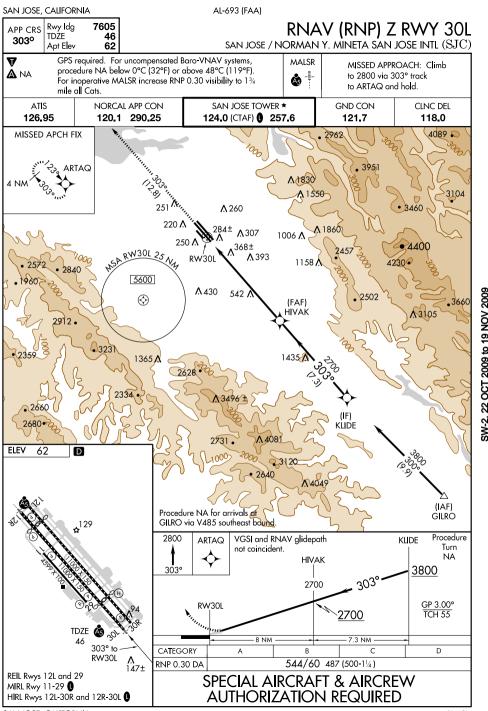
SAN JOSE, CALIFORNIA AL-693 (FAA) 4599 Rwy Ida RNAV (GPS) RWY 29 APP CRS TDŹE 52 303° SAN JOSE / NORMAN Y, MINETA SAN JOSE INTL (SJC) Apt Elev 62 V MISSED APPROACH: Climb to 2100 direct JOSUN WP DME/DME RNP- 0.3 NA. and right turn via 304° track to SUNNE WP and hold. SAN JOSE TOWER \* ATIS NORCAL APP CON GND CON CLNC DEL 126.95 120.1 290.25 118.0 124.0 (CTAF) 0 257.6 121.7 4089 2962 SUNNE 1830 304° A JOSUN 1550 🐧 3104 ۸<sup>260</sup> 3460 251 ∧<sup>1860</sup> 220 🕂 1006 **^** 281  $\Lambda^{307}$ 250<sub>A</sub> <sup>373±</sup>∧<sup>393</sup> 1158 <sup>430</sup>^ 2000 303° (3) SW-2 22 OCT 2009 to 19 NOV 2009 (FAF) 2700 HASOD 303° (3) **NETBE** 3 NM to 1365 **HASOD** 1435 2628 (IAF) LICKE 13496± NSA RW 29 25 NA 2680 A 4081 2800 5600 ELEV 62 3120  $\odot$ 2640 4049 2100 VGSI and descent angles not coincident. SUNNE **JOSUN ⊳**129 trk **FAPUT NETBE** 304° 3 NM to **HASOD HASOD** 3400 303° 1.4 NM to **RW29** RW29 2700 TDZE 52 Procedure 2000 Turn NA 3.05° TCH 45 4.5 NM 303° to RW29 -14-3 NM -- 3 NM D CATEGORY **^.**\ 640-11/2 640-13/4 LNAV MDA 640-1 588 (600-1) REIL Rwys 12L and 29 588 (600-11/2) 588 (600-134) MIRL Rwy 11-29 🕕 640-1 680-1 720-11/2 720-2 CIRCLING HIRL Rwys 12L-30R and 12R-30L ( 578 (600-1) 618 (700-1) 658 (700-11/2) 658 (700-2)

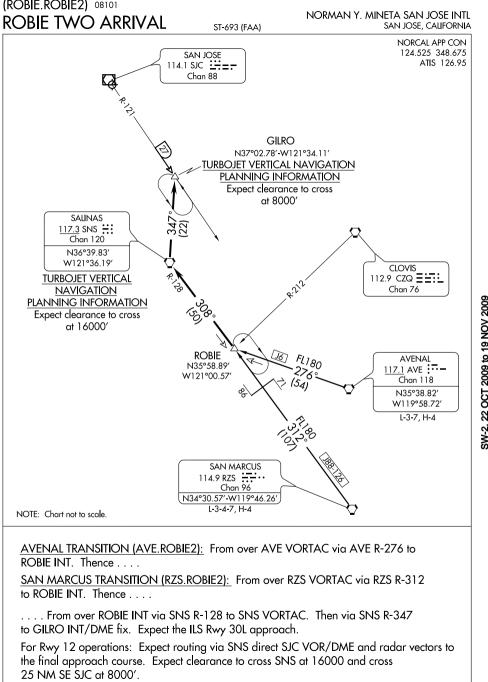












(SJC9.MOONY) 07298 SAN JOSE/NORMAN Y. MINETA SAN JOSE INTL (SJC) SAN JOSE NINE DEPARTURE SL-693 (FAA) SAN JOSE, CALIFORNIA ATIS 126.95 OAKLAND CLNC DEL 116.8 OAK ---118.0 Chan 115 GND CON 1217 SAN JOSE TOWER \* 124.0 257.6 NORCAL DEP CON 121.3 270.35 TAKE-OFF MINIMUMS Rwys 11, 12L/R: NA-operational. Rwys 29, 30L/R: Standard with a minimum climb of 460' per NM to 4000'. SAN JOSE 114.1 SJC ::== Chan 88 **PANOCHE** MOONY N37° 22.48′ - W121° 56.68′ N37°08.31′ 112.6 PXN ::--W121°34.33′ Chan 73 N36° 42.93′ - W120° 46.72′ ALERT: 5000' crossing restriction L-3. H-3 protects aircraft descending on approach to San Francisco. SALINAS 117.3 SNS **∷** Chan 120 NOTE: Rwy 29, tree 2254' from departure end of runway 113' left of centerline 69' AGL/104' MSL. NOTE: Rwy 30L, pole 1739' from departure end of runway 743' left of centerline 49' AGL/85' MSL. NOTE: Rwy 30R, pole 963' from departure end of runway **AVENAL** 133' right of centerline 55' AGL/91' MSL. 117.1 AVE :---NOTE: Rwys 29, 30L/R 3043 MSL tower. Chan 118 N35° 38.82′ - W119° 58.72′ NOTE: RADAR and DME required. L-3-7, H-4 NOTE: Chart not to scale. V

SW-2 22 OCT 2009 to 19 NOV 2009

## DEPARTURE ROUTE DESCRIPTION

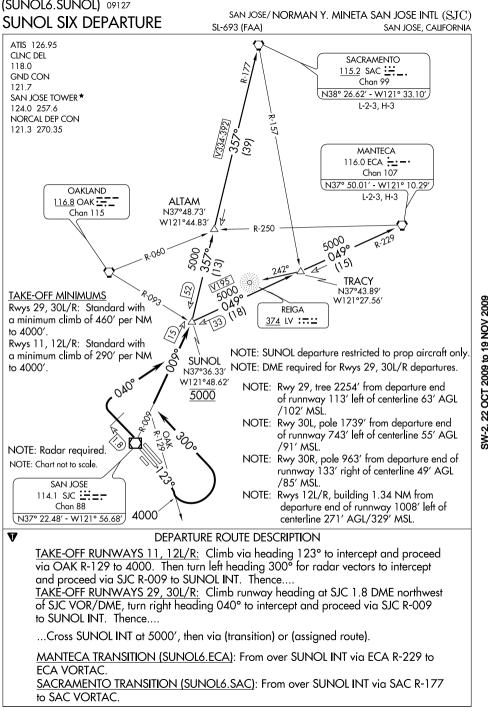
TAKE-OFF RUNWAYS 11, 12L/R: NA

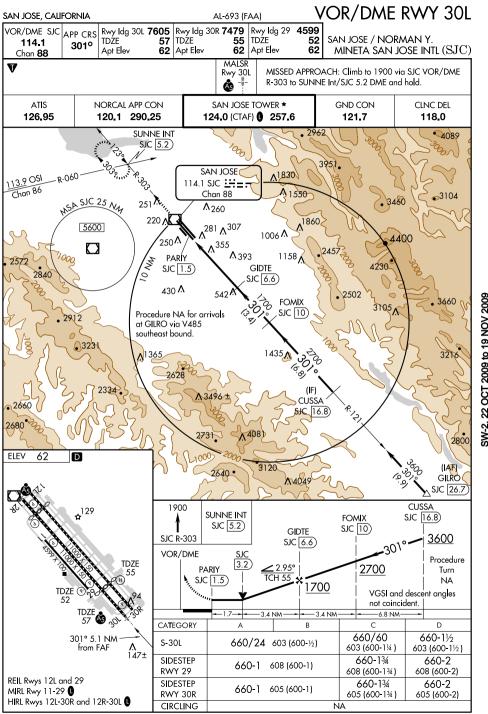
TAKE-OFF RUNWAYS 29, 30L/R: Climb via runway heading to SJC 1.8 DME northwest of SJC VOR/DME. Then turn right heading 110° to intercept and proceed via OAK R-121 to MOONY INT. Thence....

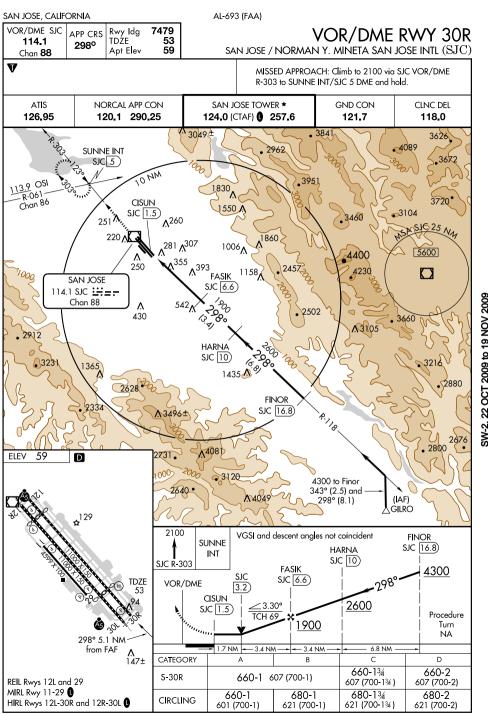
.... via (transition) or (assigned route). Maintain 5000, expect clearance to filed altitude ten minutes after departure.

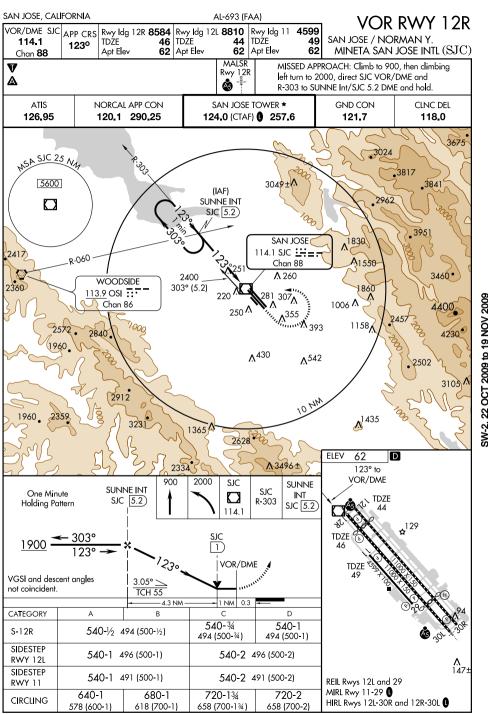
AVENAL TRANSITION (SJC9.AVE): From over MOONY INT via OAK R-121 and AVE R-304 to AVE VORTAC.

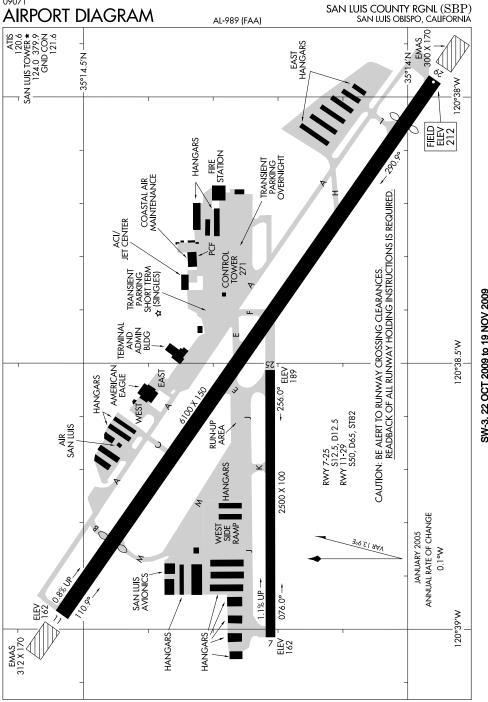
PANOCHE TRANSITION (SJC9.PXN): From over MOONY INT via PXN R-288 to PXN VORTAC.











(AVILA3.AVILA) 09239 **AVILA THREE DEPARTURE** SAN LUIS COUNTY RGNI (SBP) SL-989 (FAA) SAN LUIS OBISPO, CALIFORNIA GND CON MORRO BAY 121.6 SAN LUIS TOWER \* 112.4 MQO ==-124.0 (CTAF) 379.9 SANTA BARBARA DEP CON\* Chan 71 N35°15.14′-W120°45.58′ 127.725 244.575 I-3-7. H-4 900 **FELLOWS** 117.5 FLW :=-: Chan 122 (SAKWE) N35°07.18′ W120°41.26′ R-259 AVIIA N35°08.78 V120°39.63′ WINCH N35°04.41' W120°39.77' ORCUT N34°51.28′ W120°23.35′ SANTA MARIA PUBLIC/ CAPTAIN G. ALLAN HANCOCK FIELD 6000 LOCALIZER 108.9 I-SMX ≝: Chan 26 **GAVIOTA** 113.8 GVO ...: Chan 85 N34°31.88′-W120°05.47′ L-3-4-7, H-4 NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 11: Maintain runway heading to 900', then climbing right turn to 3000' or assigned altitude, heading 180° to intercept FLW R-259 to AVILA INT, then via (transition) or (assigned route).

SW-3 22 OCT 2009 to 19 NOV 2009

GAVIOTA TRANSITION (AVILA3.GVO): From over AVILA INT via V27 to GVO VORTAC.

MORRO BAY TRANSITION (AVILA3.MQO): From over AVILA INT via V27 to MQO VORTAC.

WINCH TRANSITION (AVILA3.WINCH): From over AVILA INT via heading 204° 2.1 NM, to intercept MQO R-140 to WINCH INT 2.6 NM.

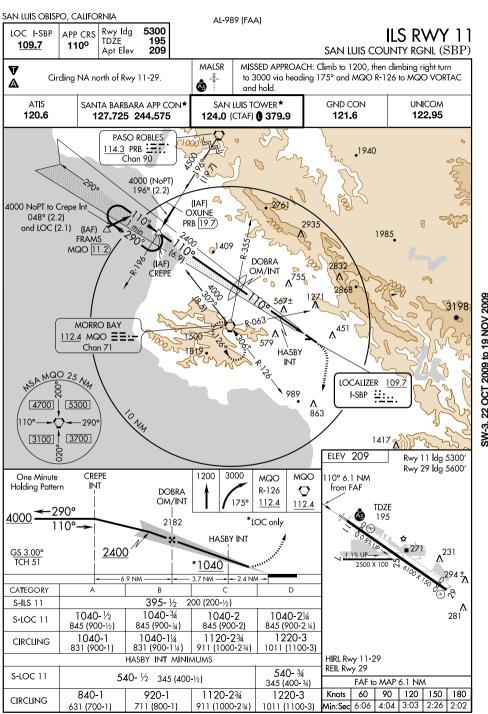
(CREPE3.CREPE) 07298 CREPE THREE DEPARTURE SAN LUIS COUNTY RGNL(SBP) SL-989 (FAA) SAN LUIS OBISPO, CALIFORNIA GND CON PASO ROBLES 121.6 SAN LUIS TOWER \* 114.3 PRB :=: 124.0 (CTAF) 379.9 SANTA BARBARA DEP CON★ Chan 90 N35°40.35′-W120°37.63′ 127.725 244.575 1-3-7 **BIG SUR** 114.0 BSR .... Chan 87 8.20A R-250 BLANC (RUGTY) N35°37.89' N35°23.58′ W121°21.38′ L-3 W120°54.79′ \* Aprx dist fr T/off area **CREPE** N35°21.85′ W120°51.86′ **FRAMS** N35°22.03′ W120°56.36′ LOCALIZER 109.7 L-3-7 I-SBP ≝∷.. (SOJSU) N35°17.37' W120°55.12' 350n<sup>P</sup>.20 0900 (8) NOTE: This SID requires take off minimums of 1300-2 or standard with a minimum climb MORRO BAY of 275' per NM to 1700. 112.4 MQO ==--Chan 71 NOTE: During VFR conditions watch for opposing traffic on localizer course. N35°15.14′-W120°45.58′ L-3-7, H-4 NOTE: This procedure applicable to Runway 29 departures only. NOTE: Chart not to scale.

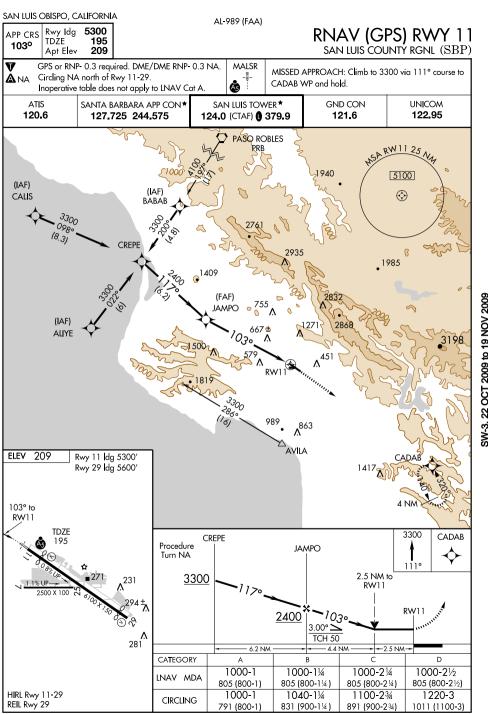
SW-3 22 OCT 2009 to 19 NOV 2009



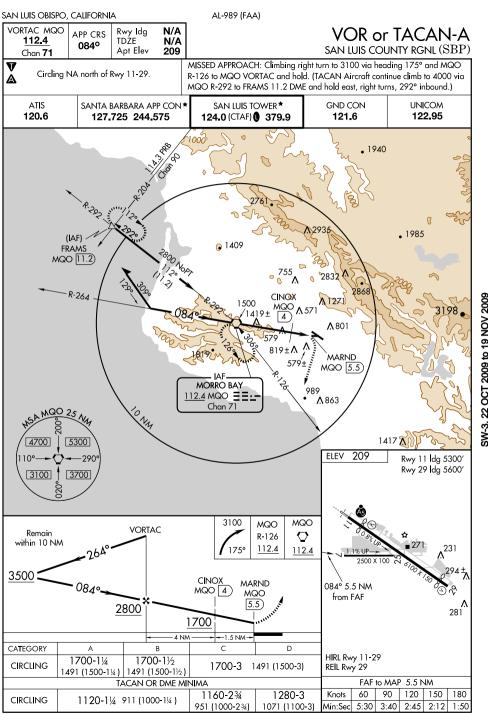
## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 29: Climb via San Luis Obispo localizer I-SBP west course to CREPE INT; thence via (transition) or (assigned route).
FRAMS TRANSITION (CREPE3.FRAMS): From over CREPE INT via I-SBP LOC west course and PRB R-204 to FRAMS INT.
MORRO BAY TRANSITION (CREPE3.MQO): From over CREPE INT via PRB R-196 and MQO R-270 to MQO VORTAC.
PASO ROBLES TRANSITION (CREPE3.PRB): From over CREPE INT via PRB R-196 to PRB VORTAC.



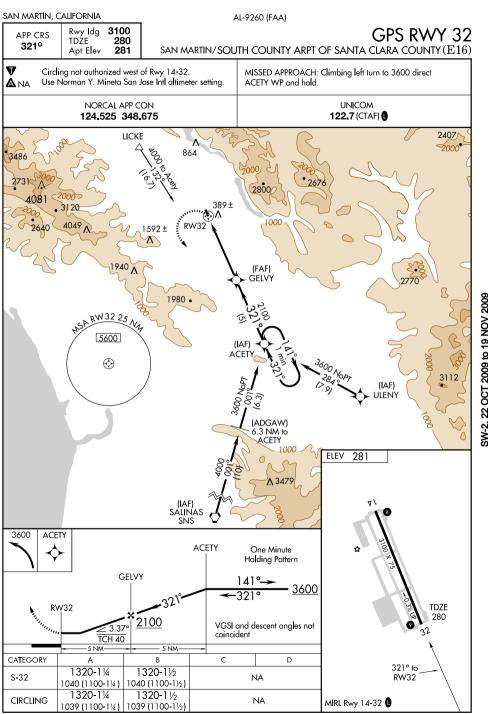


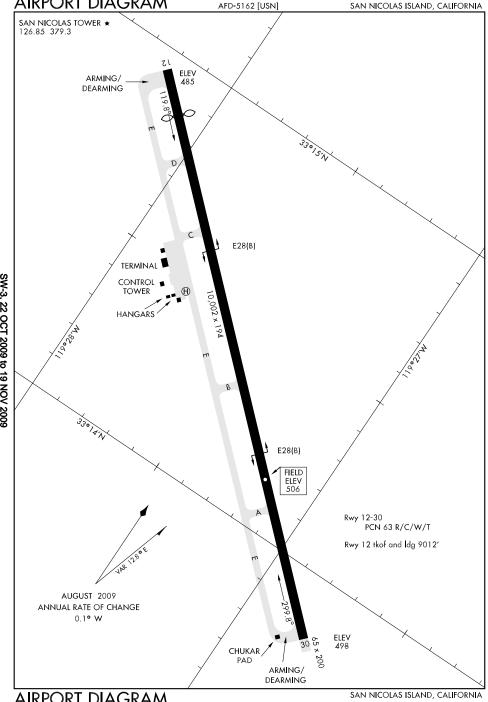
SAN LUIS OBISPO, CALIFORNIA Rwy Ida 5600 AL-989 (FAA) RNAV (GPS) RWY 29 APP CRS TDŹE 209 290° SAN LUIS COUNTY RGNL (SBP) 209 Apt Elev V GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. MISSED APPROACH: Climb to 4000 via 290° course to **A** NA Circling NA north of Rwy 11-29. CREPE WP and hold. ATIS SANTA BARBARA APP CON\* SAN LUIS TOWER★ GND CON UNICOM 120.6 122.95 127.725 244.575 124.0 (CTAF) 0 379.9 121.6 S1000 1940 CREPE 2935 1985 <sub>6</sub>1409 4 NM SW-3 22 OCT 2009 to 19 NOV 2009 1500 RW 29 25 NA 5100 ∿<sub>863</sub> ĊAVĹ **(** (IAF) 2400 292° (1.6) 4200 NoPT ELEV 209 Rwy 11 ldg 5300' Rwy 29 ldg 5600' (IAF) **FABEG** 4000 **CREPE** CADAB 4 NM 231 Holding Pattern HALDA 290° CAVL TDZE 209 **RW29** 2900 281 2400 VGSI and descent angles 290° to not coincident RW29 5.8 NM-4.3 NM - 1.6 NM -CATEGORY D Α 1040-1 1040-11/4 1040-21/2 1040-23/4 LNAV MDA 831 (900-21/2) 831 (900-1) 831 (900-11/4) 831 (900-234) HIRL Rwy 11-29 1180-11/4 1180-11/2 1180-3 1220-3 CIRCLING **REIL Rwy 29** 971 (1000-3) 1011 (1100-3) 971 (1000-11/4) 971 (1000-11/2)

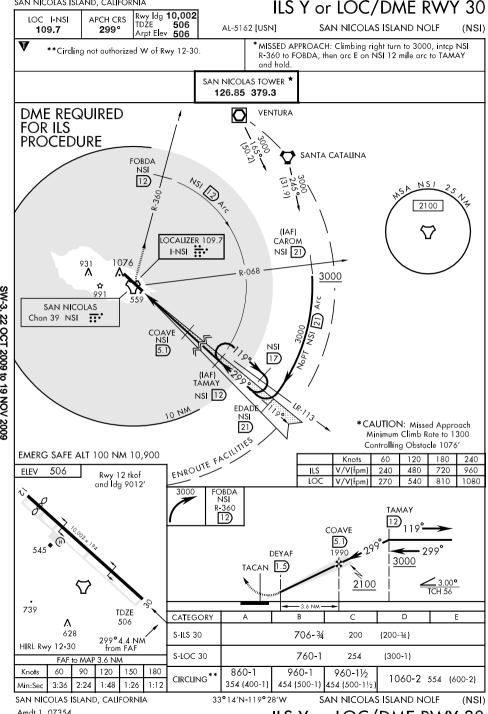


(WYNNR2.WYNNR) 07298 SL-989 (FAA) SAN LUIS COUNTY RGNL (SBP) WYNNR TWO DEPARTURE SAN LUIS OBISPO, CALIFORNIA ATIS 120.6 GND CON PASO ROBLES 114.3 PRB :=: 121.6 Chan 90 CTAF 124.0 N35°40.35' - W120°37.63' SANTA BARBARA DEP CON★ 127.725 244.575 L-3-7 MORRO BAY 112.4 MQO ==. Chan 71 **POZOE** N35°09.71′ W120° 14.86′ **FELLOWS** MQO 117.5 FLW :==: R-086 1919+ Chan 122 N35°05.59′ - W119°51.94′ L-3-7, H-4 6600 0799 30) (12) 079° (17) R-259 MISHI N35°08.09′ WYNNR W120° 28.04′ N35°07.06′ W120° 12.91′ 6000 TAKE-OFF MINIMUMS Rwy 11: 1800-2 or standard with a minimum climb of 320' per NM to 3000. Rwys 7, 25, 29: NA- ATC request. NOTE: PRB Transition expect to cross 18 NM southeast of PRB at or above 7000' MSL. SAN MARCUS 114.9 RZS 📆 Chan 96 N34°30.57′ - W119°46.26′ L-3-4-7, H-4 V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 11: Turn right heading 130° to intercept and proceed via MQO R-100 to MISHI INT, then via FLW R-259 to WYNNR INT. Thence via (transition) or assigned route. FELLOWS TRANSITION (WYNNR2.FLW): From over WYNNR INT via FLW R-259 to FLW VORTAC. PASO ROBLES TRANSITION (WYNNR2.PRB): From over WYNNR INT via PRB R-133 to PRB VORTAC. SAN MARCUS TRANSITION (WYNNR2.RZS): From over WYNNR INT via RZS R-315 to RZS VORTAC.

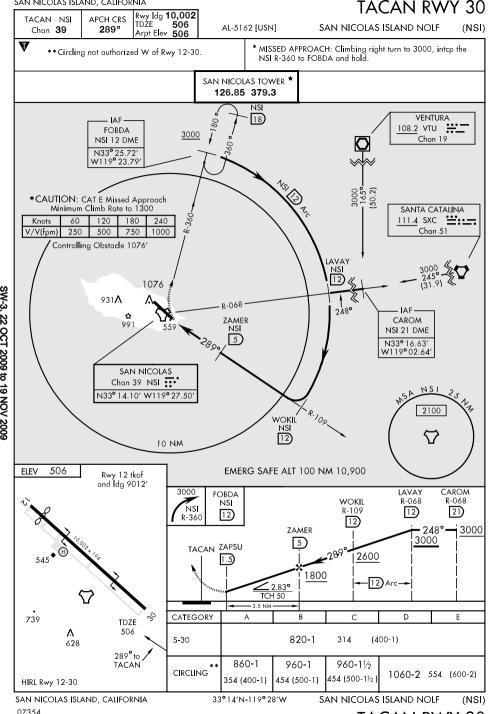
22 OCT 2009 to 19 NOV 2009

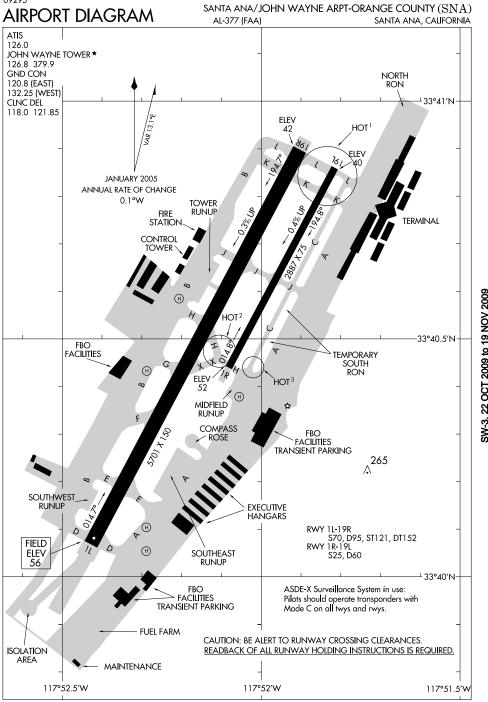


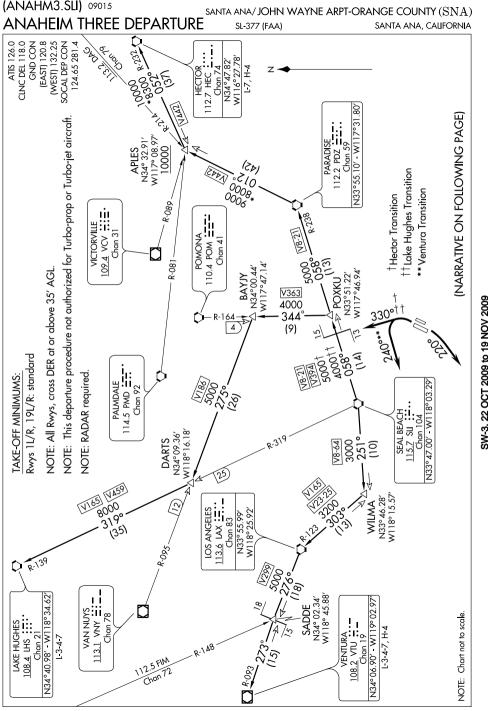




SAN NICOLAS ISLAND, CALIFORNIA ILS Z or RNAV (GPS) RWY 30 Rwy Idg **10,002** TDZE **506** APCH CRS SAN NICOLAS ISLAND NOLF 299° AL-5162 [USN] (NSI) Arpt Elev 506 \*MISSED APPROACH: Climb to 2000 via crs 299° to FEGAV, then V \*\*Circling not authorized W of Rwy 12-30. climbing rgt turn to 3000 via crs 028° to FOBDA, then turn rgt via crs 103° to CAROM, then turn rgt via crs 215° to TAMAY and hold. SAN NICOLAS TOWER \* 126.85 379.3 GPS REQUIRED FOR ILS PROCEDURE VENTURA 108.2 VTU :: Chan 19 FOBDA \* CAUTION: Missed Approach Minimum Climb Rate to 1300 (ILS), 1400(RNAV) Knots 60 120 240 V/V(fpm) 230 460 690 RNAV V/V(fpm) 360 720 1080 1440 Controlling Obstacle 1076' FEGAV LOCALIZER 109.7 (IAF) I-NSI CAROM 1076 RW30 **☆** 991 SANTA CATALINA 111.4 SXC ==== Chan 51 (FAF) HILER 2100 6 NM EMERG SAFE ALT 100 NM 10,900 **ELEV** 506 Rwy 12 tkof and Idg 9012' 2000 3000 **FOBDA FEGAV** CAROM TAMAY 028 3000 215° HILER 3000 RW30 GS 3.00 ° TDZE 506 2100 4.8 NM 15.9 NM 6.6 NM 739 CATEGORY В Е 559 S-ILS 30 706-34 200 (200-34) ۸ 880-11/4 880-11/2 628 299° to LNAV MDA 880-1 374 (400-1)374 (400-11/4) 374 (400-11/2) RW30 880-1 960-1 960-11/2 CIRCLING 1060-2 554 (600-2) 454 (500-1) 454 (500-11/2) HIRL Rwy 12-30 374 (400-1) SAN NICOLAS ISLAND, CALIFORNIA 33° 14′N-119° 28′W SAN NICOLAS ISLAND NOLF (NSI)



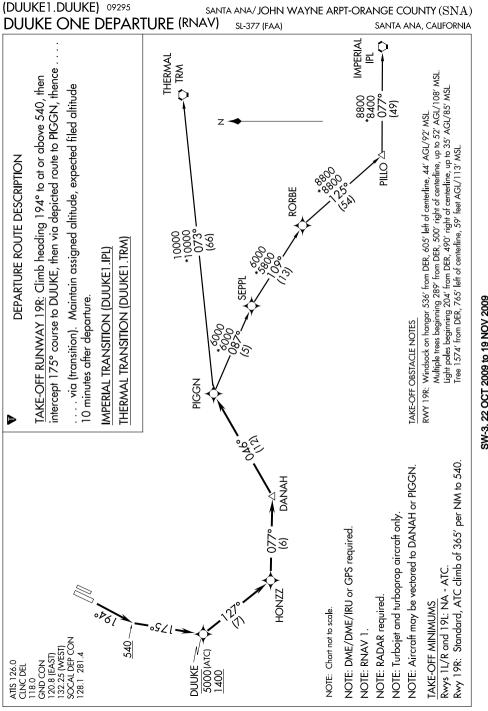


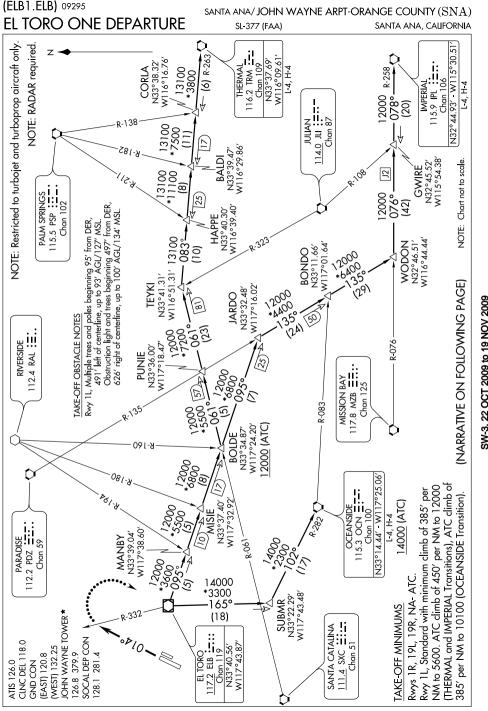


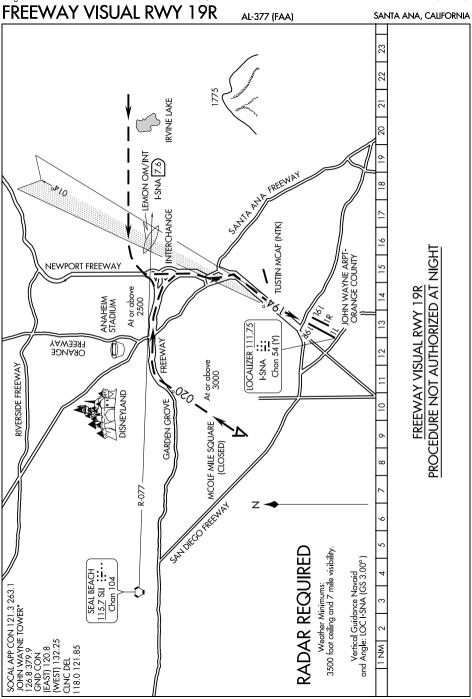
(ANAHM3.SLI) 08045 SANTA ANA/JOHN WAYNE ARPT-ORANGE COUNTY (SNA) ANAHEIM THREE DEPARTURE SL-377 (FAA) SANTA ANA. CALIFORNIA V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 19L/R: Turn right heading 220° for radar vectors to SLI VORTAC. Thence.... TAKE-OFF RUNWAYS 1L/R: HECTOR or LAKE HUGHES TRANSITION: Turn left heading 330° for radar vectors to SII VORTAC. Thence.... VENTURA TRANSITION: Turn left heading 240° for radar vectors to LAX VORTAC. Thence ...via (transition) or (assigned route). Maintain 2000 feet. Expect clearance to filed altitude 10 minutes after departure. HECTOR TRANSITION (ANAHM3.HEC): From over SLI VORTAC via SLI R-058 and PDZ R-238 to PDZ VORTAC, then via PDZ R-012 and HEC R-232 to HEC VORTAC. LAKE HUGHES TRANSITION (ANAHM3.LHS): From over SLI VORTAC via SLI R-058 and PDZ R-238 to POXKU INT, then via POM R-164 to BAYJY INT, then via VNY R-095 SW-3, 22 OCT 2009 to 19 NOV 2009 to DARTS INT. Thence via SU R-319 and LHS R-139 to LHS VORTAC. VENTURA TRANSITION (ANAHM3.VTU): From over SLI VORTAC via SLI R-251 to WILMA INT, then via LAX R-123 to LAX VORTAC, then via LAX R-276 and VTU R-093 to VTU VOR/DME.

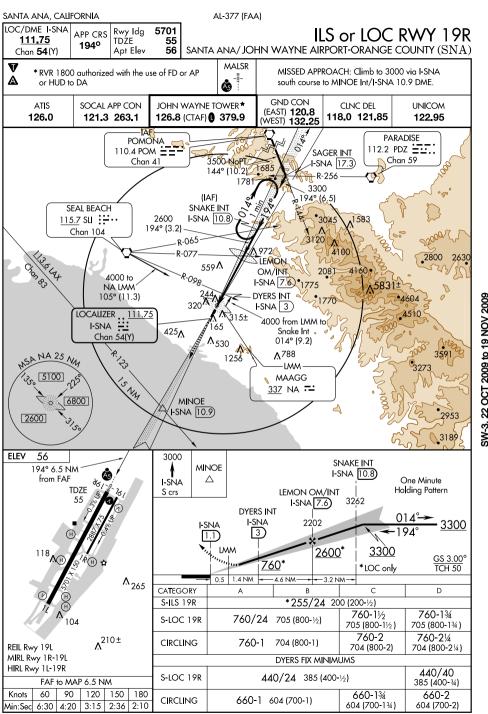
(CHANL1.SXC) 07298 SANTA ANA/JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA) CHANNEL ONE DEPARTURE SANTA ANA. CALIFORNIA SL-377 (FAA) ATIS 126.0 SHAFTER CINC DEL 115.<u>4</u> EHF ::::. 1180 Chan 101 GND CON N35°29.07′ - W119°05.84′ (EAST) 120.8 L-3-7, H-4 (WEST) 132.25 SOCAL DEP CON NOTE: RADAR required. 128.1 281.4 NOTE: Some aircraft may be radar vectored to assigned route. LANDO NOTE: Approximate distance from Rwy 19R/L N35°00.75′ **GORMAN** take-off area to SXC VORTAC is 40 NM. W118°36.98′ 116.1 GMN ==: Chan 108 NOTE: This departure requires a minimum climb N34°48.24′ - W118°51.68′ rate of 240' per NM to 2400' MSL. L-3-4-7, H-4 6336 NOTE: This departure is restricted to turbojet and turboprop aircraft only. SHAFTER transition SAN MARCUS 114.9 RZS and GORMAN transition restricted to turboiet aircraft. Chan 96 5 N34°30.57′ - W119°46.26′ L-3-4-7, H-4 LOS ANGELES 113.6 LAX := : 15000 LOCALIZER . 111.75 *2*%) I-SNA 🞞 N33°55.99′ - W118°25.92′ Chan 54 (Y) R-164 SEAL BEACH 115.7 SLI ::-. Chan 104 16000 3**44°** (33) N34°06.90′ - W119°02.97 SANTA CATALINA 111<u>.4</u> SXC **∷:**--R-084 N33°22.50′ - W118°25.20′ NOTE: Chart not to scale. DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 19L/R: Maintain runway heading or I-SNA localizer south course to I-SNA 1 DME fix or SLI R-118, turn left heading 175°, cross SLI R-132 then turn right heading 200°, intercept and proceed via SXC R-084 to SXC VORTAC, thence via (transition) or (assigned route). Expect filed altitude ten minutes after departure. GORMAN TRANSITION (CHANL1.GMN): From over SXC VORTAC via SXC R-344 and LAX R-164 to LAX VORTAC, then via LAX R-323 and GMN R-142 to GMN VORTAC. SAN MARCUS TRANSITION (CHANL1.RZS): From over SXC VORTAC via SXC R-310 and VTU R-129 to VTU VOR/DME, then via VTU R-289 and RZS R-109 to RZS VORTAC. SHAFTER TRANSITION (CHANL1.EHF): From over SXC VORTAC via SXC R-344 and LAX R-164 to LAX VORTAC, then via LAX R-337 to LANDO INT and EHF R-126 to EHF VORTAC.

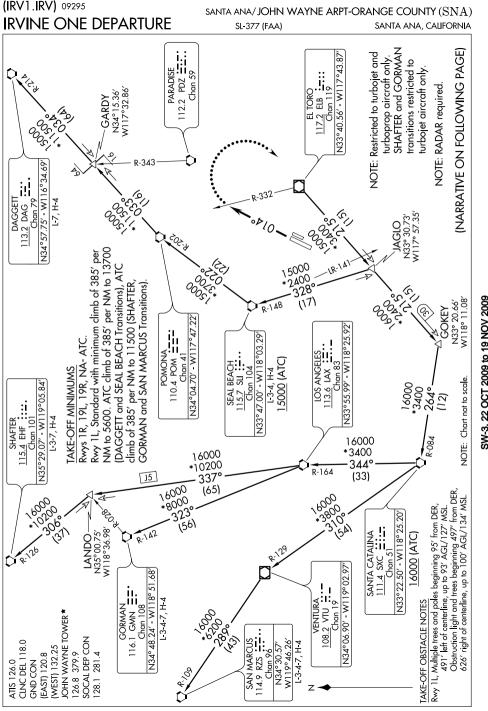
22 OCT 2009 to 19 NOV 2009











SW-3, 22 OCT 2009 to 19 NOV 2009

## IRVINE ONE DEPARTURE

(IRV1.IRV) 09295

v

SANTA ANA/JOHN WAYNE ARPT-ORANGE COUNTY (SNA) SL-377 (FAA) SANTA ANA, CALIFORNIA

## DEPARTURE ROUTE DESCRIPTION

(transition) or (assigned route). Expect filed altitude ten minutes after departure. LOST COMMUNICATIONS: If not in contact with departure control by ELB R-332,

TAKE-OFF RUNWAY 1L: Climb heading 014° for vectors to ELB R-215, then via

turn right direct ELB VOR/DME, climb to 7000 and proceed via assigned transition or route. Climb to filed altitude ten minutes after departure.

DAGGETT TRANSITION (IRV1.DAG): From over ELB VOR/DME via ELB R-215

to JAGLO INT, then via SLI R-148 to SLI VORTAC, then via SLI R-022 and POM R-202 to POM VORTAC, then via POM R-033 to GARDY INT, then via DAG R-214 to DAG VORTAC.

GORMAN TRANSITION (IRV1.GMN): From over ELB VOR/DME via ELB R-215

to GOKEY INT, then via SXC R-084 to SXC VORTAC, then via SXC R-344 and LAX R-164 to LAX VORTAC, then via LAX R-323 and GMN R-142 to GMN VORTAC.

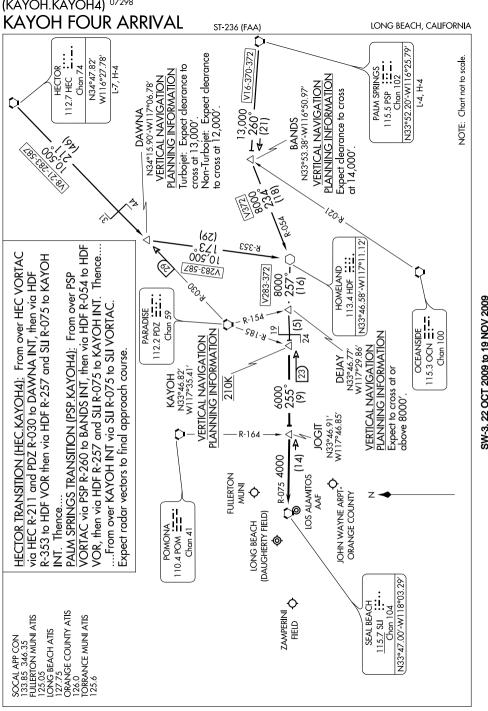
SAN MARCUS TRANSITION (IRV1.RZS): From over ELB VOR/DME via ELB R-215 to GOKEY INT, then via SXC R-084 to SXC VORTAC, then via SXC R-310 and

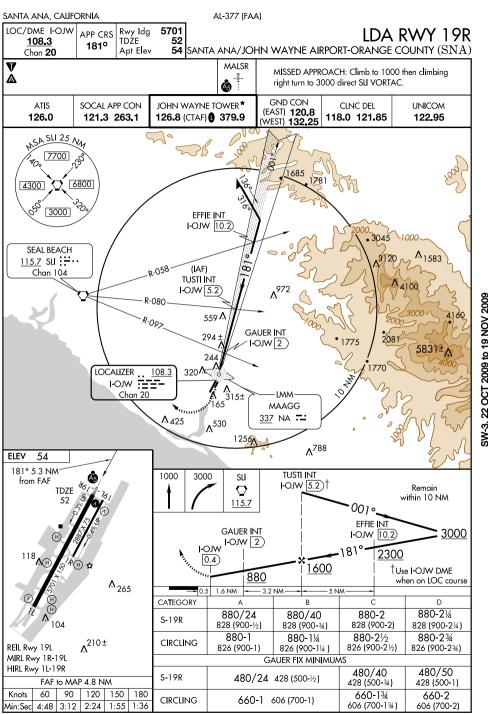
VTU R-129 to VTU VOR/DME, then via VTU R-289 and RZS R-109 to RZS VORTAC.

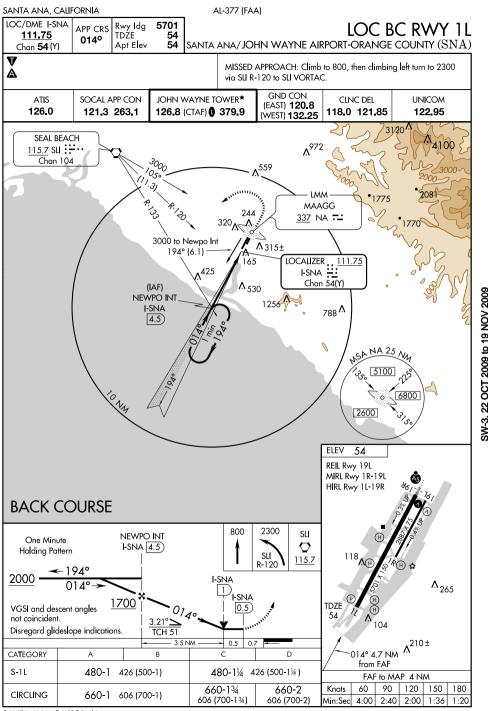
SEAL BEACH TRANSITION (IRV1.SLI): From over ELB VOR/DME via ELB R-215 to JAGLO INT, then via SLI R-148 to SLI VORTAC.

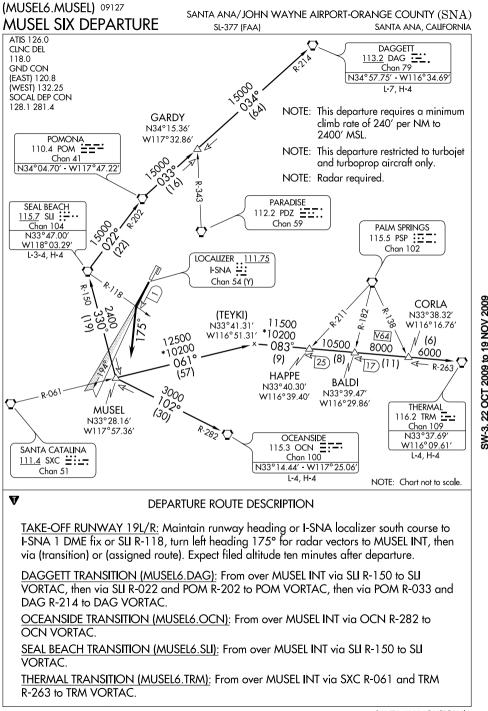
SHAFTER TRANSITION (IRV1.EHF): From over ELB VOR/DME via ELB R-215 to

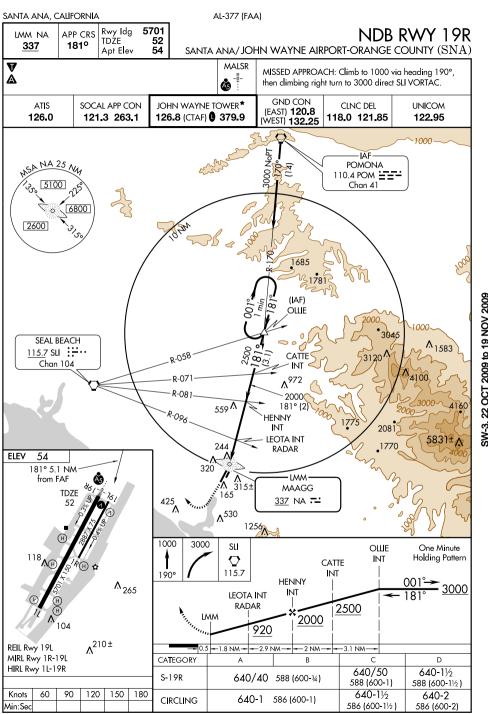
GOKEY INT, then via SXC R-084 to SXC VORTAC, then via SXC R-344 and LAX R-164 to LAX VORTAC, then via LAX R-337 to LANDO INT, then via EHF R-126 to EHF VORTAC.

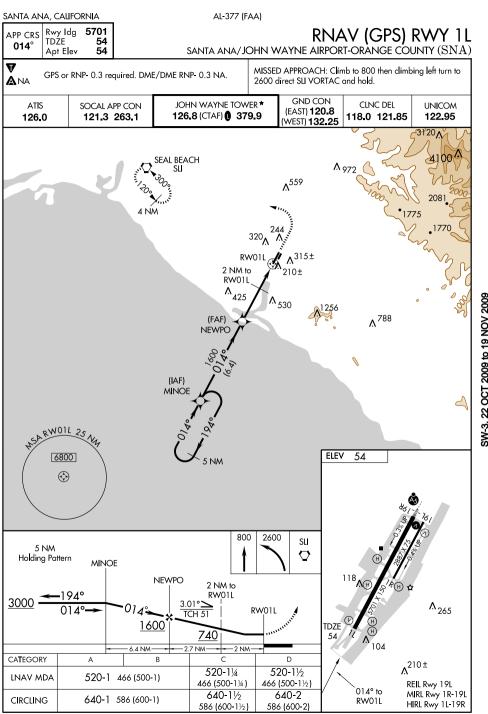












SANTA ANA, CALIFORNIA AL-377 (FAA) WAAS 5701 Rwy Ida RNAV (GPS) RWY 19R APP CRS CH 99502 TDŹE 55 1940 SANTA ANA/JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA) Apt Elev 56 W19A For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. MAISR MISSED APPROACH: Climb to 3000 direct For uncompensated Baro-VNAV systems, LNAV/VNAV NA MINOE and hold. below -15°C (5°F) or above 49°C (121°F). Å DMF/DMF RNP- 0.3 NA GND CON JOHN WAYNE TOWER \* CLNC DEL ATIS SOCAL APP CON UNICOM (EAST) 120.8 121.3 263.1 126.8 (CTAF) 1 379.9 118.0 121.85 122.95 126.0 (WEST) 132.25 7° (IAF) Procedure NA for arrivals POMONA at POM VORTAC on airway 3500 454 RW19R 25 1/4 POM 145° (10.2) radials 112 CW 187. 1685 7000 Z(F) SAGER  $\Diamond$ 3045 1583 (FAF) 3120/ BONKE SW-3, 22 OCT 2009 to 19 NOV 2009 559 **VEGYU** 4.2 NM to RW19R 5831± 320**^** 4604 MISSED APCH FIX RW19R 🐲 MINOE ۸<sup>425</sup> 165 ۸<sup>530</sup> 5 NM 56 **ELEV** ۸<sup>788</sup> 194° to RW19R 3000 \*LNAV only SAGER MINOE TDZE Procedure 55 Δ Turn BONKE **VEGYU** NA 4.2 NM to \*1.7 NM to 3500 RW19R RW19R 194 RW19R GS 3.00 2900 1420\* TCH 50 -2.5 NM 4.4 NM 7.6 NM ۸<sub>265</sub> В D CATEGORY LPV DA 338/24 283 (300-1/2) 104 LNAV/ 683/13/4 628 (700-13/4) DA ^<sup>210 ±</sup> VNAV 620/50 620/60 LNAV MDA 620/24 565 (600-1/2) REIL Rwy 19L 565 (600-1) 565 (600-11/4) MIRL Rwy 1R-19L 640-11/2 640-2 **CIRCLING** 640-1 584 (600-1) HIRL Rwy 1L-19R 584 (600-11/2) 584 (600-2)

(TANDY.TANDY3) 07298 TANDY THREE ARRIVAL LONG BEACH, CALIFORNIA ST-236 (FAA) SOCAL APP CON **FELLOWS** 127.4 397.95 117.5 FLW LONG BEACH ATIS Chan 122 127.75 N35°05.58'-W119°51.93' ORANGE COUNTY ATIS L-3-7, H-4 126.0 FILLMORE 112.5 FIM **∷** Chan 72 N34°21.40′-W118°52.88′ L-3-4-7, H-4 SADDE LOS ANGELES R-093 N34°02.34′ 113.6 LAX := · W118°45.88′ Chan 83 VENTURA 108.2 VTU ∷ Chan 19 SEAL BEACH 11*5.7* SLI ∷⋯ MERMA Chan 104 N33°53.75' N33°47.00′-W118°03.29′ W118°42.74′ Expect clearance LONG BEACH to cross at 14,000' (DAUGHERTY FIELD) ( **TANDY** N33°44.79′ R-251 W118°39.48' PAROL N33°35.76′ W118°36.30′ Expect vectors from ALBAS PAROL INT to ALBAS INT N33°35.98′ W118°04.67′ JOHN WAYNE AIRPORT ORANGE COUNTY NOTE: FIM R-154 lead radial

FELLOWS TRANSITION (FLW.TANDY3): From over FLW VORTAC via FLW R-123 to SADDE INT. Thence....
FILLMORE TRANSITION (FIM.TANDY3): From over FIM VORTAC via FIM R-148 to SADDE INT. Thence...

on Fellows Transition.

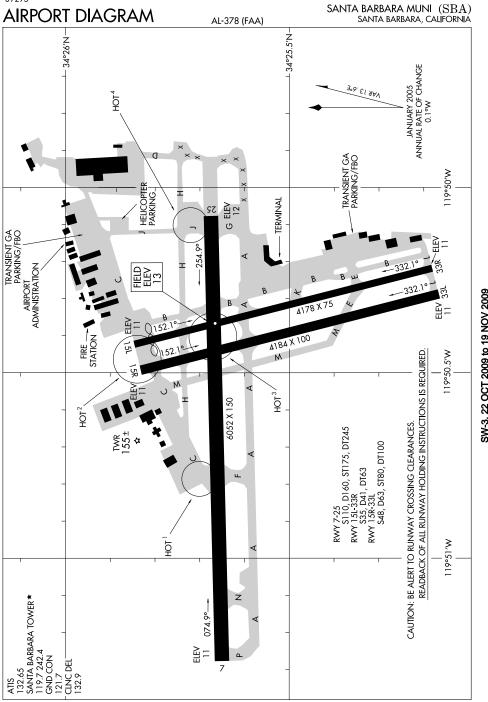
NOTE: Chart not to scale

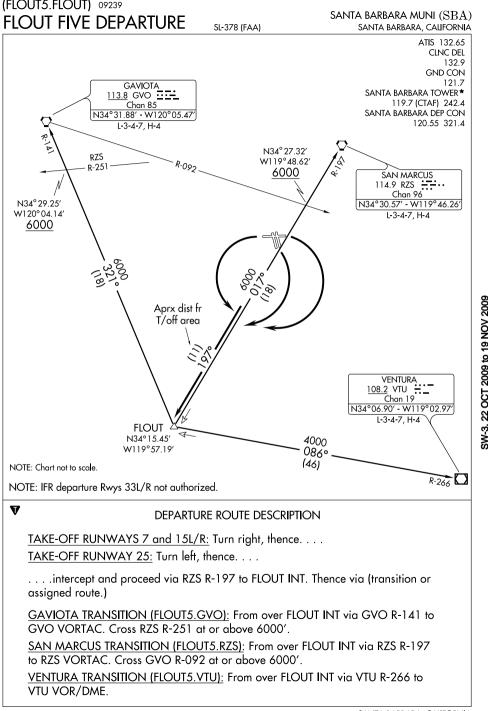
....From over SADDE INT via FIM R-148 to PAROL INT. From over PAROL INT via SXC R-310 to SXC VORTAC. Then from over SXC VORTAC via SXC R-037 and SU R-171 to SU VORTAC.

W-3, 22 OCT 2009 to 19 NOV 2009

SANTA CATALINA 111.4 SXC ∷:--

Chan 51 N33°22.50′-W118°25.19′

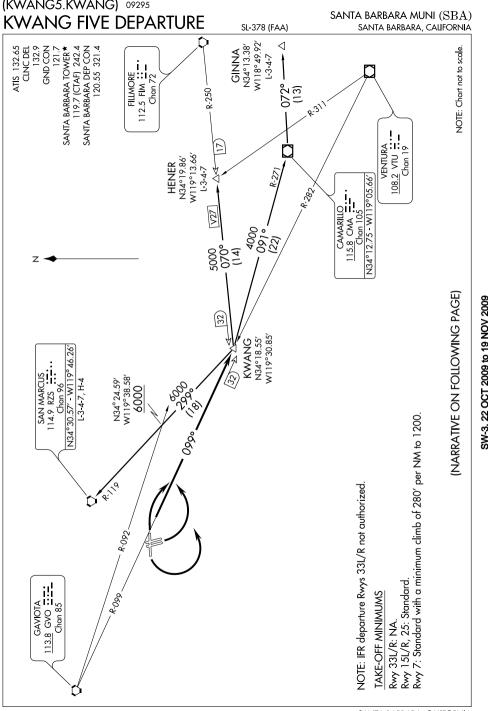




(HABUT4.GVO) 09239 SANTA BARBARA MUNI (SBA) HABUT FOUR DEPARTURE SI-378 (FAA) SANTA BARBARA, CALIFORNIA ATIS 132.65 CLNC DEL 132.9 GND CON 121.7 SANTA BARBARA TOWER \* 119.7 (CTAF) 242.4 SANTA BARBARA DEP CON 120.55 321.4 SAN MARCUS GAVIOTA 114.9 RZS ...... 113.8 GVO **...** Chan 96 -Chan 85 N34°31.88′ - W120°05.47′ 1-3-4-7 (SOSYY) N34° 29.16′ W120°05.41′ R-251 6000 LOCALIZER 110.3 73 Chan 40 6000 255° 255° (12).Aprx dist fr HABUT T/off area N34° 25.34′ W120°05.33' NOTE: IFR departure Rwys 33L/R not authorized. NOTE: Minimum (ATC) climb of 385' per NM to 6000. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 7 and 15L/R: Turn right, intercept I-SBA west course to HABUT INT, thence via GVO R-163 to GVO VORTAC. Cross RZS R-251 at or above 6000'. TAKE-OFF RUNWAY 25: Intercept I-SBA west course to HABUT INT, thence via GVO R-163 to GVO VORTAC. Cross RZS R-251 at or above 6000'.

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SANTA BARBARA, CALIFORNIA AL-378 (FAA) LOC/DMF I-SBA Rwy Idg 6052 ILS or LOC RWY 7 APP CRS TDŹE 110.3 0750 Apt Elev SANTA BARBARA MUNI (SBA) 13 Chan 40 When local altimeter setting not received, use Oxnard altimeter setting and increase all DAs/MDAs 100 feet, and S-LOC Cat. C visibility to MALSR MISSED APPROACH: Climb to 700 then RVR 5000, Cat. D visibility to RVR 6000. Increase Circling Cat. A climbing right turn to 4000 via RZS VORTAC visibility ¼ mile, Cat. C visibility ½ mile. (Å5) R-185 to GOLET INT/RZS 14.4 DME For inoperative MALSR when using Oxnard altimeter setting, increase and hold, continue climb-in-hold to 4000. S-ILS 7 all Cats. visibility to RVR 5000. \*RVR 1800 authorized with the use of FD or AP or HUD to DA. SANTA BARBARA APP CON ATIS SANTA BARBARA TOWER\* GND CON CLNC DEL UNICOM 120.55 321.4 (151°-329°) 132.65 119.7 (CTAF) 0 242.4 121.7 132.9 122.95 125.4 291.1 (330°-150°) IAF GAVIOTA SAMMARCUS 114.9 RZS 113.8 GVO <u>----</u> €han 85 Chan 96 5000 163° (3) 2856 INTIMACY GVO 3 3500 4000 1630-13.51 IR-245 Λ 480 (IF) SW-3 22 OCT 2009 to 19 NOV 2009 HÀBUT Λ Δ379 IOCALIZER 110.3 I-SBA 12.8) 239± 2700 – 075°= I-SBA 🟪 Λ334 Λ<sup>372</sup> 255° Chan 40 640 (3.4)237 RZS 1R-231 NAPPS INT **GOYED INT** I-SBA (6.6) I-SBA 9.5 8100 R-185 '~o. NA ONA 5800 8800 (IAF) GOLET 5200 RZS 14.4) 112.5 FIM 350C 343° (9.5) R-250 Chan 72 4000 250° **ELEV** 13 (11.1) LOBER FIM 60.1) 111± \Lambda HABUT 700 Procedure 4000 GOLET I-SBA 12.8) Turn **GOYED INT** TDZE 155± 451751 NA NAPPS INT I-SBA 9.5) Δ **RZS** 13 I-SBA 6.6 R-185 6052 X 150 35<u>00</u> ~ 075°. 1800 (A<sub>5</sub>) I-SBA 2.6) I-SBA 2700 1.2 075° 5.4 NM 1800 from FAF GS 3.00° 33L33R TCH 48 **∆**166± 3.4 NM 2.9 NM 4 NM 1.4 CATEGORY D HIRL Rwy 7-25 S-ILS 7 \*213/24 200 (200-1/2) MIRL Rwy 15R-33L REIL Rwys 15R and 25 500/50 500/40 S-LOC 7 500/24 487 (500-1/2) FAF to MAP 5.4 NM 487 (500-34) 487 (500-1) 180 Knots 60 90 120 150 800 - 1800-11/4 800-21/4 1000-3CIRCLING 987 (1000-3) 787 (800-1) 787 (800-11/4) 787 (800-21/4) Min:Sec 5:24 3:36 2:42 2:10 1:48



(KWANG5.KWANG) 09295 SANTA BARBARA MUNI (SBA) KWANG FIVE DEPARTURE SL-378 (FAA) SANTA BARBARA, CALIFORNIA V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 7: Climbing right turn to intercept GVO VORTAC R-099 to KWANG INT thence. . . TAKE-OFF RUNWAYS 15L/R and 25: Climbing left turn to intercept GVO VORTAC R-099 to KWANG INT thence. . . . . . . .via (transition) or (assigned route). HENER TRANSITION (KWANG5.HENER): From over KWANG INT via FIM R-250 to HENER INT. SAN MARCUS TRANSITION (KWANG5.RZS): From over KWANG INT via RZS R-119 to RZS VORTAC. Cross GVO R-092 at or above 6000'.

## TAKE-OFF OBSTACLE NOTES

CMA VOR/DME then via CMA R-072 to GINNA.

Rwy 7: OL on DME antenna, road, and numerous trees beginning 350' from DER, 101' right of centerline, up to 55' AGL/74' MSL. Antennas, poles, tower, and numerous trees beginning 194' from DER, 11' left of centerline, up to 79' AGL 98' MSL.

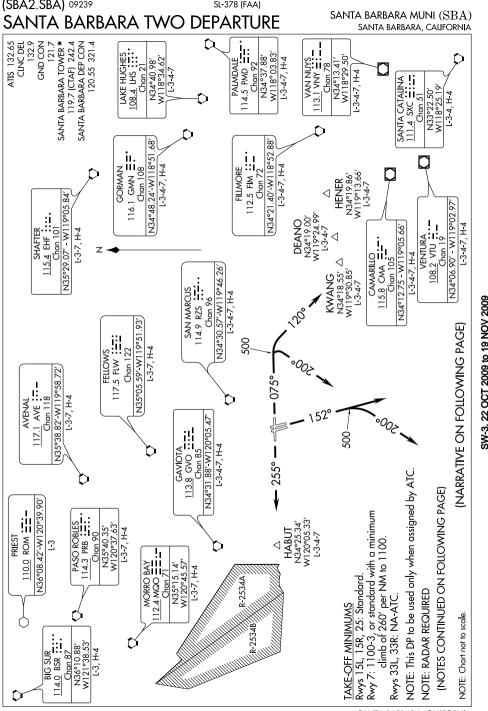
100' AGL/159' MSL.

Rwy 15R: Sign and numerous trees beginning 29' from DER, 94' right of centerline, up to 100' AGL/159' MSL. Tree 1325' from DER, 243' left of centerline, 19' AGL/59' MSL. Rwy 25: Trees beginning 1999' from DER, 793' right of centerline, up to 67' AGL/86' MSL.

Rwy 15L: Numerous trees beginning 1242' from DER, 119' right of centerline, up to

GINNA TRANSITION (KWANG5.GINNA): From over KWANG INT via CMA R-271 to

22 OCT 2009 to 19 NOV 2009



SANTA BARBARA TWO DEPARTURE

SANTA BARBARA MUNI (SBA) SANTA BARBARA, CALIFORNIA



(SBA2.SBA) 08101

SOUTH OR FAST ROUTE OF FLIGHT:

TAKE-OFF RUNWAY 7: Climb heading 075° to 500, then climbing right turn via heading 120°. Thence....

TAKE-OFF RUNWAYS 15L/15R: Climb heading 152°. Thence.... TAKE-OFF RUNWAY 25: Climb heading 255°. Thence....

....via radar vectors, maintain 3000. Expect further clearance to filed altitude 5 minutes after

departure.

SL-378 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7: Climb heading 075° to 500, then climbing right turn via

heading 200°. Thence....

TAKE-OFF RUNWAYS 15L/15R: Climb heading 152° to 500, then climbing right turn

via heading 200°. Thence....

TAKE-OFF RUNWAY 25: Climb heading 255°. Thence....

NORTH OR WEST ROUTE OF FLIGHT:

....via radar vectors, maintain 3000. Expect further clearance to filed altitude 5 minutes after

departure.

TAKE-OFF OBSTACLE NOTES Rwy 7: OL on lighted windsock, buildings, and multiple trees beginning 207' from DER, 244' left of

centerline, up to 20' AGL/98' MSL. Light poles and multiple trees beginning 938' from DER, 587' right of centerline, up to 20' AGL/74' MSL.

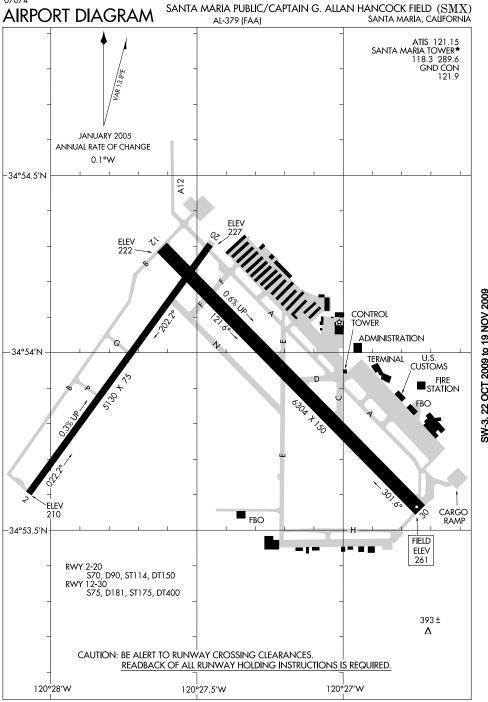
Rwy 15L: Multiple trees beginning 1289' from DER, 115' right of centerline, up to 20' AGL/65' MSL.

Rwy 15R: Trees 1325' from DER, 246' left of centerline, 20' AGL/59' MSL. Trees 1287' from DER, 352' right of centerline, 20' AGL/65' MSL.

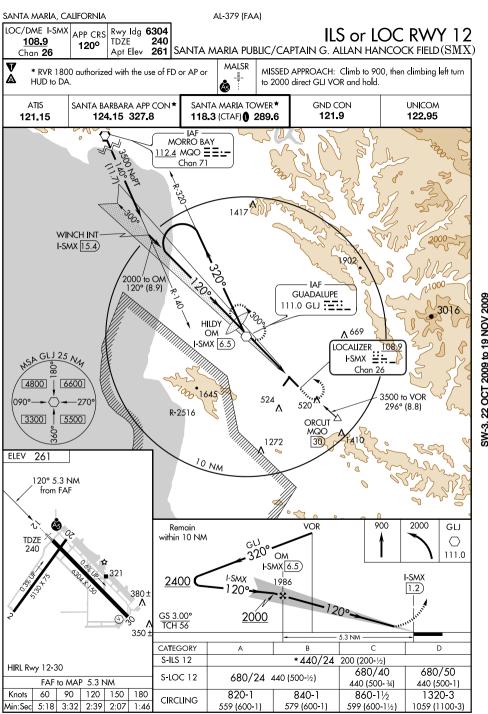
Rwy 25: Multiple trees beginning 118' from DER, 272' left of centerline, up to 20' AGL/127' MSL.

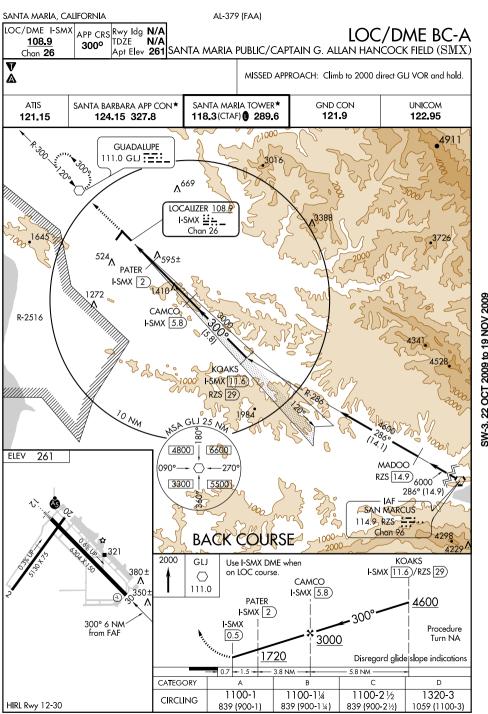
Multiple trees beginning 1354' from DER, 791' right of centerline, up to 40' AGL/105' MSL.

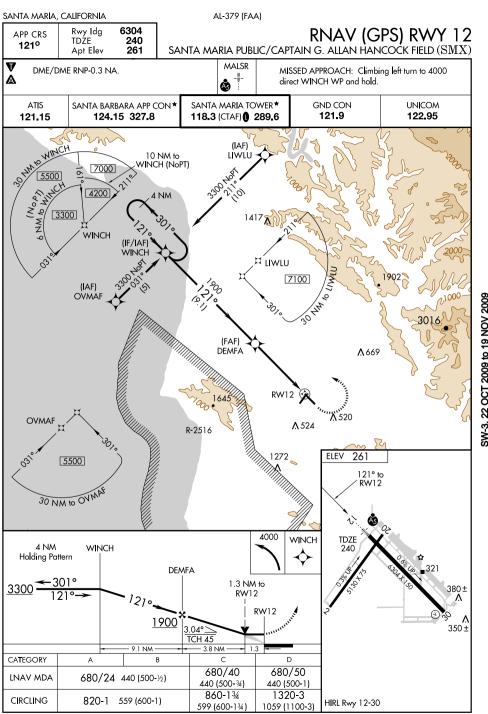
SANTA BARBARA, CALIFORNIA AL-378 (FAA) VORTAC GVO Rwy Idg 6052 APP CRS VOR or GPS RWY 25 113.8 TDŹE 10 2790 Apt Elev SANTA BARBARA MUNI (SBA)10 Chan **85** V MISSED APPROACH: Climbing left turn to 4000 via A heading 205° and GVO R-127 to GOLET Int and hold. SANTA BARBARA APP CON ATIS SANTA BARBARA TOWER\* GND CON UNICOM CLNC DEL 120.55 321.4 (151°-329°) 132.65 119.7 (CTAF) 0 242.4 121.7 132.9 122.95 125.4 291.1 (330°-150°) GAVIOTA 5080 SAMMARCUS 113.8 GVO ... 114.9 RZS Chan 85 Chan 96 4229 12629 **1**480 600 (8) (MARNS) (IAF) **^A** 379 22 OCT 2009 to 19 NOV 2009 **ZACKS INT** ^372 GVO 20.7 237 334 640 GVO 25 Ny 2100 NoPT 279° (10.9) 8000 4600 112.5 FIM **GOLET** (IAF) GVO [18.7) Chan 72 **KWANG** R-250 GVO 31.6) ELEV 10 10 MM 279° 6.5 NM 111± A from FAF **TWR** 1971284±251 4000 ZACKS INT GVO Remain **GOLET** GVO 20.7 R-127 within 10 NM Δ (A<sub>5</sub>) TÔŻE 113.8 205° (MARNS) 3000 **GVO** 33L33R 14.7 2100 **Λ**166± **∠**2.96° TCH 45 HIRL Rwy 7-25 0.5 6 NM -MIRL Rwy 15R-33L 1 CATEGORY В C D REIL Rwys 15R and 25 920-234 920-3 S-25 920-11/4 910 (1000-11/4) FAF to MAP 6 NM 910 (1000-234) 910 (1000-3) 60 120 90 150 180 Knots 920-23/4 960-3 CIRCLING 920-11/4 910 (1000-11/4) 3:00 2:24 2:00 910 (1000-234) 950 (1000-3) Min:Sec 6:00 4:00

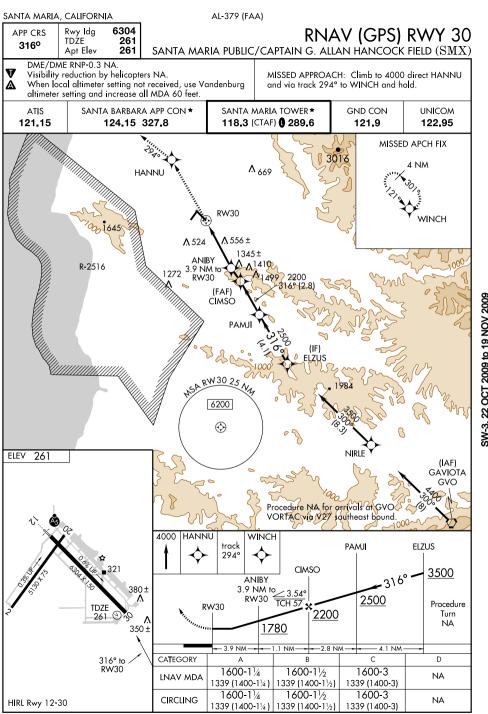


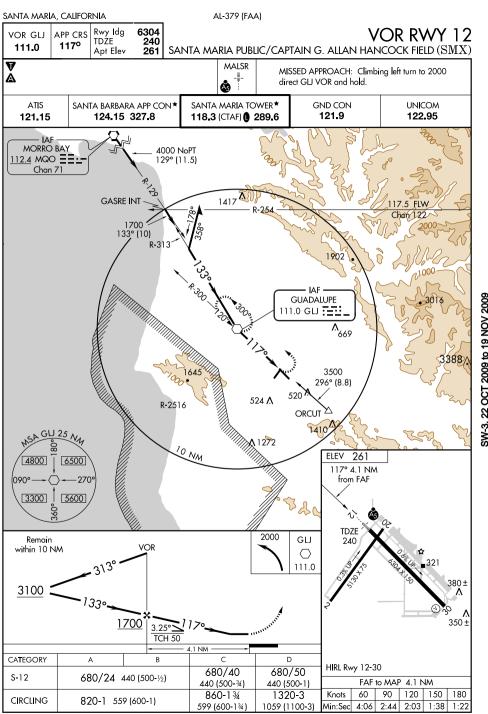
(BUELT1.BUELT) 07298 SANTA MARIA PUBLIC/CAPTAIN G. ALLAN HANCOCK FIELD  $(\mathrm{SMX})$ BUELT ONE DEPARTURE SL-379 (FAA) SANTA MARIA, CALIFORNIA ATIS 121.15 NOTE: Runway 12 departures require a minimum climb GND CON 121.9 of 340' per NM to 1700'. SANTA MARIA TOWER \* Runway 20 departures require a minimum climb 118.3 289.6 PASO ROBLES SANTA BARBARA DEP CON\* of 380' per NM to 1500'. 114.3 PRB :=: 124.15 327.8 Runway 30 departures require a minimum climb UNICOM 122.95 Chan 90 of 300' per NM to 2200'. **FRAMS** N35°22.03′ W120°56.30′ L-3-7 **FELLOWS** MORRO BAY 117.5 FLW :=-: 112.4 MQO ==. Chan 122 Chan 71 N35°05.59' W119°51.94' L-3-7, H-4 **PISMO** GUADALUPE N35°15.75′ W121°02.74' 111.0 GLJ :=::\_ N34°57.14′ W120°31.29′ 22 OCT 2009 to 19 NOV 2009 R-2516 NOTE: Remain clear of SAN MARCUS restricted areas 114.9 RZS :--R-2516 and R-2517 **BUELT** <u>Chan 96</u> N34°39.15' N34° 30.57′ W120°16.63′ W119°46.26' MCA 8500 for L-3-4-7, H-4 6400 **FELLOWS Transition** 095 GAVIOTA 113.8 GVO 🕶 💳 R-275 Chan 85 N34°31.88 W120°05.47' NOTE: Chart not to scale. L-3-4-7, H-4 V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 12: Climbing right turn to intercept and proceed via GLJ R-130 to BUELT INT, thence via (assigned route) or (transition). TAKE-OFF RUNWAYS 20 and 30: Climbing left turn via heading 100° to intercept and proceed via GLJ R-130 to BUELT INT, thence via (assigned route) or (transition). FELLOWS TRANSITION (BUELT1.FLW): From over BUELT INT via FLW R-202 to FLW VORTAC. FRAMS TRANSITION (BUELT1.FRAMS): From over BUELT INT via GLJ R-130 to GLJ VOR, thence via GLI R-290 to PISMO INT, thence via PRB R-204 to FRAMS INT. GAVIOTA TRANSITION (BUELT1.GVO): From over BUELT INT via GVO R-292 to GVO VORTAC. SAN MARCUS TRANSITION (BUELT1.RZS): From over BUELT INT via RZS R-275 to RZS VORTAC.

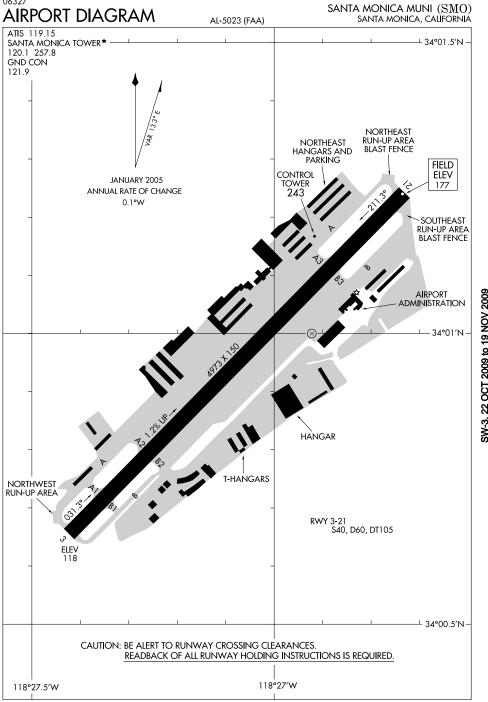


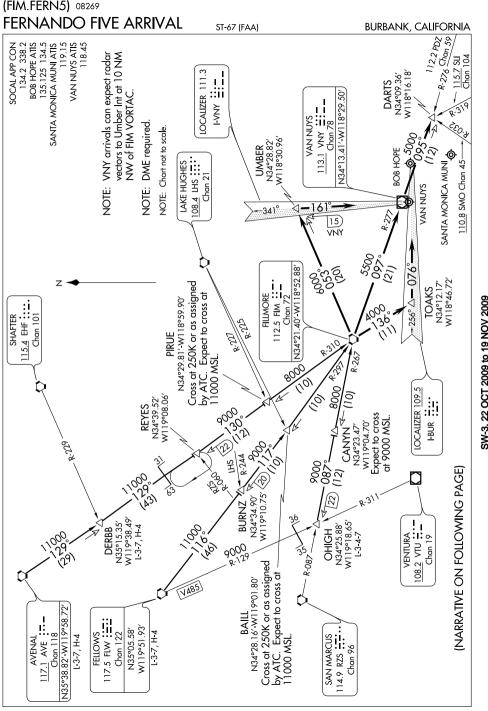












(FIM.FERN5) 04050 FERNANDO FIVE ARRIVAL BURBANK, CALIFORNIA ST-67 (FAA) ARRIVAL DESCRIPTION AVENAL TRANSITION (AVE.FERN5): From over AVE VORTAC via AVE R-129 and FIM R-310 to FIM VORTAC. Thence.... DERBB TRANSITION (DERBB.FERN5): From over DERBB INT via AVE R-129 and

FIM R-310 to FIM VORTAC. Thence.... FELLOWS TRANSITION (FLW.FERN5): From over FLW VORTAC via FLW R-116 and FIM R-297 to FIM VORTAC. Thence....

OHIGH TRANSITION (OHIGH, FERN5): From over OHIGH INT via FIM R-267 to FIM VORTAC. Thence....

From over FIM VORTAC:

LANDING BOB HOPE: Via FIM R-136 to TOAKS INT, then via I-BUR localizer. Expect ILS RWY 8.

LANDING SANTA MONICA MUNI: Via FIM R-097 and VNY R-277 to VNY

VOR/DME; then via VNY R-095 to DARTS INT. Expect VOR-A approach. LANDING VAN NUYS RWY 16: Via FIM R-053 to UMBER INT, then via I-VNY localizer. Expect ILS RWY 16R.

LANDING VAN NUYS RWY 34: Via FIM R-136 to TOAKS INT, then via I-BUR

localizer. Expect LDA-C; circle to land RWY 34L.

SW-3 22 OCT 2009 to 19 NOV 2009

(DARIS.KIMMO2) 09239 KIMMO TWO ARRIVAL LOS ANGELES, CALIFORNIA ST-237 (FAA) SOCAL APP CON TULF 124.3 363.2 (APCH FM WEST) 109.2 TTE = 124.5 235.975 (225° 044°) Chan 29 124.9 269.0 (090°-224°) N35°54.78′-W119°01.25′ 128.5 360.7 (045°-089°) L-3-7. H-4 LOS ANGELES ATIS ARR 133.8 SHAFTER SANTA MONICA ATIS 115.4 EHF :: ..... 119 15 Chan 101 N35°29 07' WRING W119°05.84' N35°30.79' W118°52.50′ L-3-7, H-4 NOTE: Procedure for non-turbojet aircraft R-067 only except Palmdale Transition to Santa Monica Airport. **ARVIN** AMONT N35°16.61′ W118°51.68′ N35°11.03′ W118°45.32′ SW-3, 22 OCT 2009 to 19 NOV 2009 **LOPES** N35°01.91′ W118°42.08' GORMAN 116.1 GMN **ΞΞ** Chan 108 LAKE HUGHES PALMDALE 108.4 LHS :::: N34°48.24′ 114.5 PMD = ... Chan 92 Chan 21 W118°51.68 ' R-329 N34°40.98′-W118°34.62 N34°37.88′-W118°03.83′ L-3-4-7 L-3-4-7, H-4 **SAUGS BOGET FILLMORE** N34°29.80' W118°28.06′ N34°30.85′-W118°15.09′ 112.5 FIM :: -Chan 72 VERTICAL NAVIGATION PLANNING INFORMATION R-053 Expect clearance to cross at 8000 feet. **KIMMO** SLI N34°24.61 35) PARADISE W118°25.04′ **DARTS** 112.2 PDZ = .... VAN NUYS N34°09.36' Chan 59 113.1 VNY :: -W118°16.18′ Chan 78 N34°13.41′-W118°29.50′ 095: R-276 **SANTA PURMS** SANTA MONICA MONICA MUNI N34°07.44′ 110.8 SMO == W118°09.87' Chan 45 N34°00.62′-W118°27.40′ LOS ANGELES R-330 INTL SEAL BEACH LOS ANGELES 115.7 SLI :∵·· 113.6 LAX <u>:=:</u> Chan 104 N33°47.00′-W118°03.29′ N33°55.99′-W118°25.92′ (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

KIMMO TWO ARRIVAL ST-237 (FAA) LOS ANGELES, CALIFORNIA

ARRIVAL ROUTE DESCRIPTION

LAKE HUGHES TRANSITION (LHS.KIMMO2): From over LHS VORTAC via LHS

R-139 to DARTS INT. Thence....
PALMDALE TRANSITION (PMD.KIMMO2): From over PMD VORTAC via PMD

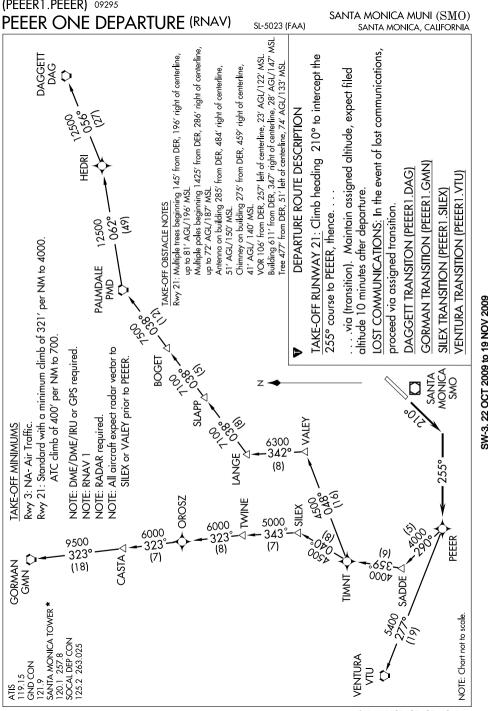
R-218 to KIMMO INT, then via LHS R-139 to DARTS INT. Thence....

SHAFTER TRANSITION (EHF.KIMMO2): From over EHF VORTAC via EHF R-123 and LHS R-329 to LHS VORTAC, then via LHS R-139 to DARTS INT. Thence....

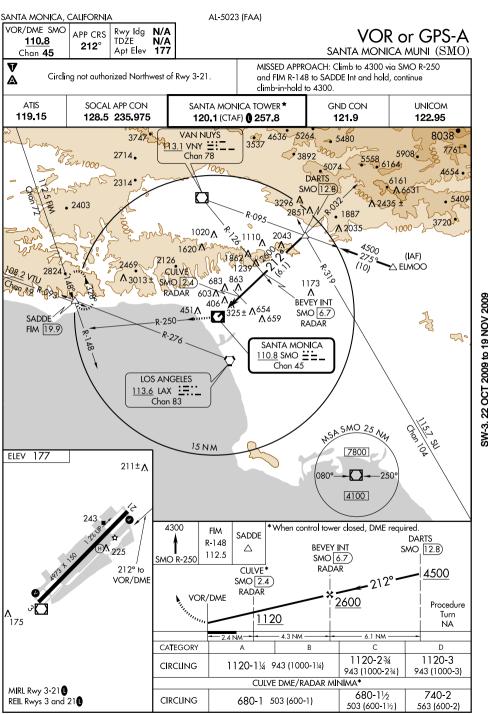
TULE TRANSITION (TTE.KIMMO2): From over TTE VOR/DME via TTE R-147 and LHS R-329 to LHS VORTAC, then via LHS R-139 to DARTS INT. Thence....

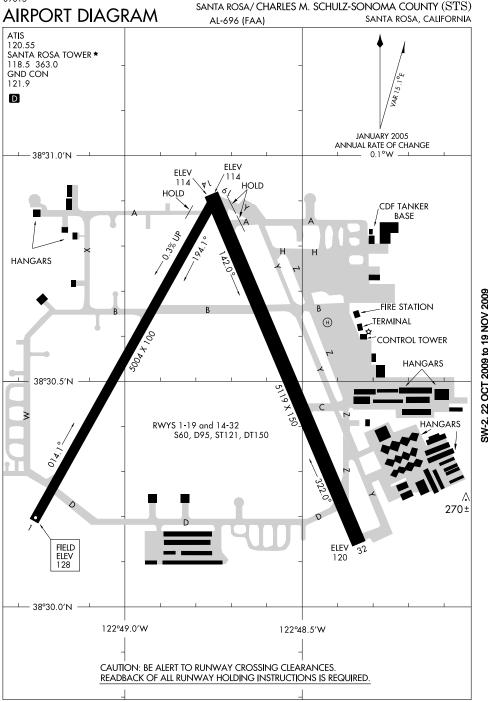
....LANDING LOS ANGELES INTL: From over DARTS INT via VNY R-095 to PURMS INT. Expect radar vectors to final approach course. ....LANDING SANTA MONICA MUNI: From over DARTS INT expect radar vectors to final approach course.

SW-3 22 OCT 2009 to 19 NOV 2009



(PEVEE1.PEVEE) 09295 SANTA MONICA MUNI (SMO) PEVEE ONE DEPARTURE (RNAV) SL-5023 (FAA) SANTA MONICA, CALIFORNIA ATIS 119.15 GND CON 1219 SANTA MONICA TOWER \* **PEEER** 120.1 257.8 SOCAL DEP CON 255° 125.2 263.025 NOTE: DME/DME/IRU or GPS required. NOTE: RNAV 1 NOTE: RADAR required. NOTE: All aircraft expect radar vector to PEVEE prior to PEEER. TAKE-OFF MINIMUMS Rwy 3: NA- Air Traffic. Rwy 21: Standard, ATC climb of 400' per NM to 700. DOCAG SEAL BEACH PEVEE SLL 4000 THERMAL HOLTZ 0940 TRM 9500 07.5° SW-3 22 OCT 2009 to 19 NOV 2009 (109)TASCO 1000 4000 TAKE-OFF OBSTACLE NOTES 08.3° Rwy 21: Multiple trees beginning 145' from DER, 196' right of centerline, **HUBRD** (8) up to 81' AGL/196' MSL. **OCEANSIDE** Multiple poles beginning 1425' from DER, 286' right of centerline, OCN up to 72' AGL/187' MSL. Antenna on building 285' from DER, 484' right of centerline, 51' AGL/150' MSL. Chimney on building 275' from DER, 459' right of centerline, 41' AGL/ 140' MSL. VOR 106' from DER, 257' left of centerline, 23' AGL/122' MSL. Building 611' from DER, 347' right of centerline, 28' AGL/147' MSL. Tree 477' from DER, 51' left of centerline, 74' AGL/133' MSL. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 21: Climb heading 210° to intercept the 255° course to PEEER, then via depicted route to PEVEE, thence. . . . .via (transition). Maintain assigned altitude, expect altitude 10 minutes after departure. LOST COMMUNICATIONS: In the event of lost communications, proceed via assigned transition. OCEANSIDE TRANSITION (PEVEE1.OCN) SEAL BEACH TRANSITION (PEVEE1.SLI) THERMAL TRANSITION (PEVEE1.TRM)



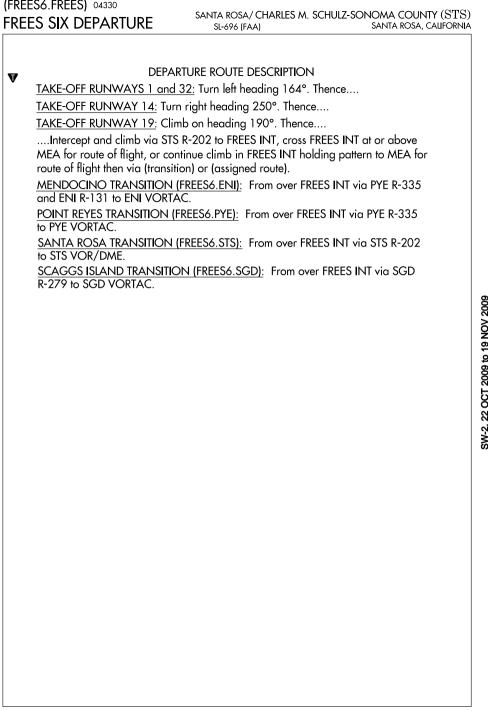


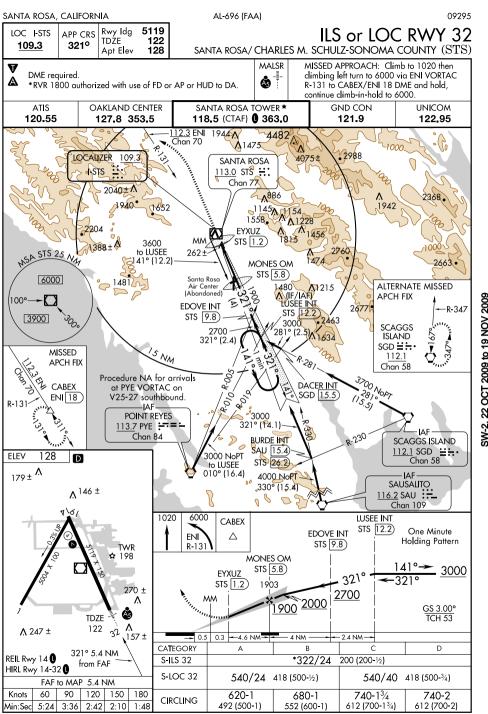
(FREES6.FREES) 07298 SANTA ROSA/ CHARLES M. SCHULZ-SONOMA COUNTY (STS) FREES SIX DEPARTURE SANTA ROSA, CALIFORNIA SL-696 (FAA) GND CON 121.9 MENDOCINO **RED BLUFF** SANTA ROSA TOWER\* 112.3 ENI 🛨 · 115.7 RBL 🞞 :: 118.5 (CTAF) 363.0 Chan 70 Chan 104 **OAKLAND CENTER** N39°03.19′-W123°16.45′ 127.8 353.5 L-2, H-3 WILLIAMS 114.4 ILA := ·· Chan 91 **GETER** N38°42.11' W122°59.00′ 38 SANTA ROSA 113.0 STS ::: Chan 77 N38°30.49′-W122°48.64′ L-2-3 V27 **FREES** N38°23.64' W122°55.55' SCAGGS ISLAND 112.1 SGD <u>∺</u>:.• Chan 58 4000 N38°10.76′-W122°22.39′ TAKE-OFF MINIMUMS Rwy 1: Standard with minimum climb of 267' per NM to 2400. Rwy 14: Standard. Rwy 19: Standard. POINT REYES Rwy 32: Standard with minimum climb of 113.7 PYE :--=: 314' per NM to 2400. Chan 84 N38°04.79′-W122°52.07 L-2-3, H-3 TAKE-OFF OBSTACLE NOTES Rwy 1: Tree 739' from DER, 525' left of centerline, 40' AGL/141' MSL. Rwy 14: Multiple trees beginning 321' from DER, 421' left of centerline, up to 73' AGL/172' MSL. Tree 2113' from DER, 721' right of centerline, 77' AGL/176' MSL. Rwy 19: Posts 39' from DER, 259' right of centerline, 7' AGL/126' MSL. Multiple trees beginning 1482' from DER, 461' right of centerline, up to 100' AGL/253' MSL. Multiple trees beginning 1666' from DER, 58' left of centerline, up to 55' AGL/257' MSL. Rwy 32: Windsock 39' from DER, 341' left of centerline, 25' AGL/133' MSL.

Multiple trees beginning 2419' from DER, 167' left of centerline, up to 50' AGL/216' MSL. Multiple trees beginning 810' from DER, 87' right of centerline, up to 50' AGL/205' MSL.

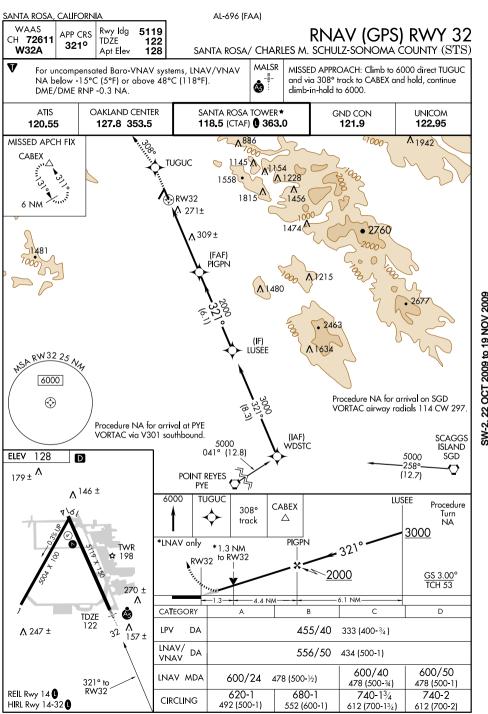
SW-2 22 OCT 2009 to 19 NOV 2009

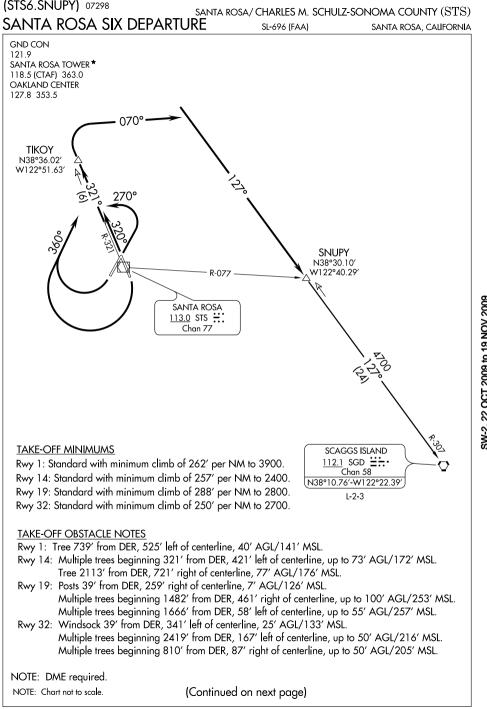
NOTE: Chart not to scale. (Continued on next page)



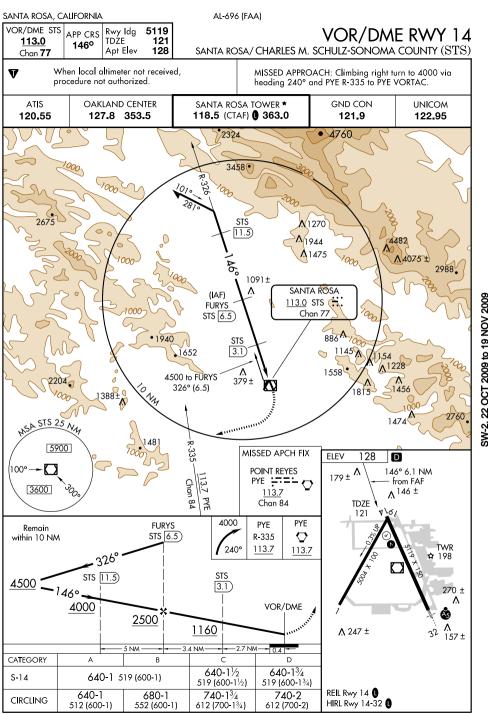


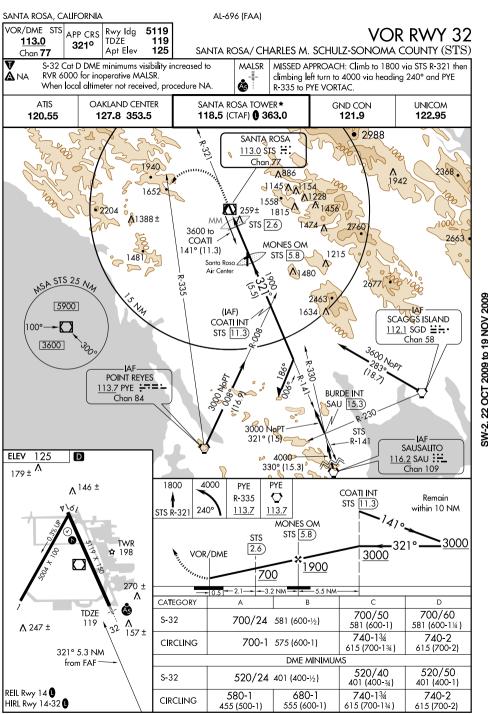
SANTA ROSA, CALIFORNIA AL-696 (FAA) Rwy Idg 5119 RNAV (GPS) RWY 14 APP CRS TDŹE 121 141° SANTA ROSA/CHARLES M. SCHULZ-SONOMA COUNTY (STS) Apt Elev 128 V MISSED APPROACH: Climb to 5000 direct PIGPN and DME/DME RNP -0.3 NA. via 141° track to WDSTC and hold, continue Visibility reduction by helicopters NA. climb-in-hold to 5000. ATIS OAKLAND CENTER SANTA ROSA TOWER★ GND CON UNICOM 120.55 127.8 353.5 118.5 (CTAF) **0** 363.0 121.9 122.95 4300 NoPI 4760 131° (7.1) CABEX 5 NM ·3458 1000 **∧**1270 (IF/IAF) 1944 GETER A 4482 ACUTI A4075 (FAF) **EHETY** Λ1191± 22 OCT 2009 to 19 NOV 2009 <u>∧</u> 559± 886A 1000 1940 UCEVE 3.5 NM to 1145 1652 RW14 A 1228 1558 305 ± RW14 11456 2204 1815 ∧ 1388 ± 🔊 A 1474 2760 2000. RW14251 ELEV 128 MISSED APCH FIX PIGPN D 6000 179 ± 1 141° to RW14 Λ<sup>146 ±</sup> ( **TDZE** 121 VGSI and descent angles not coincident. 5000 WDSTC 5 NM 141° TWR **GETER** 198 Holding Pattern track ACUTI **EHETY UCEVE** 3.5 NM to 270 ± 3.24°\_\_\_RW14 TCH 50 3300 RW14 -1410. 2400 Λ 247 ± 1360 157 ± 3.6 NM-3 NM -3.5 NM 4 NM CATEGORY Α 560-11/4 560-11/2 560-1 LNAV MDA 439 (500-1) 439 (500-11/4) 439 (500-1½) REIL Rwy 14 0 620-1 680-1 740-134 740-2 CIRCLING HIRL Rwy 14-32 0 552 (600-1) 492 (500-1) 612 (700-1%) 612 (700-2)

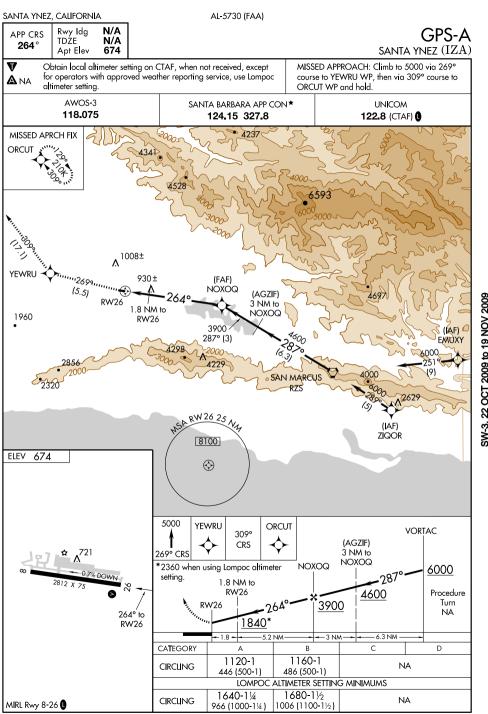


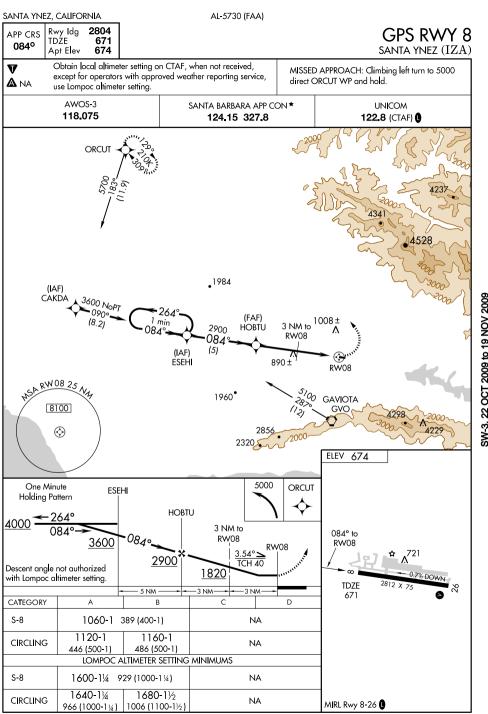


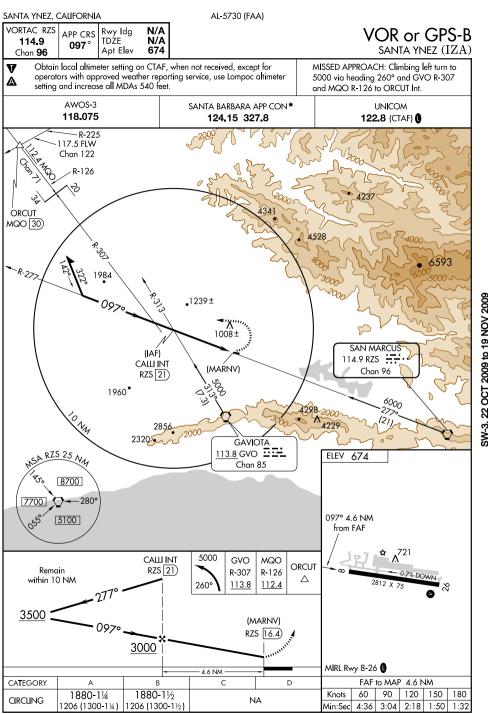
(STS6.SNUPY) 04330 SANTA ROSA/ CHARLES M. SCHULZ-SONOMA COUNTY (STS) SANTA ROSA SIX DEPARTURE SL-696 (FAA) SANTA ROSA, CALIFORNIA V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 1: Turn left heading 270°. Thence.... TAKE-OFF RUNWAYS 14 and 19: Turn right heading 360°. Thence.... TAKE-OFF RUNWAY 32: Climb via heading 320°. Thence.... ....Intercept and climb via STS R-321 to TIKOY INT/STS 6 DME, turn right via heading 070° to intercept and proceed via SGD R-307 to SNUPY INT/SGD 24 DME, then via (transition) or (assigned route). SCAGGS ISLAND TRANSITION (STS6.SGD): From over SNUPY INT/SGD 24 DME via SGD R-307 to SGD VORTAC. SW-2 22 OCT 2009 to 19 NOV 2009

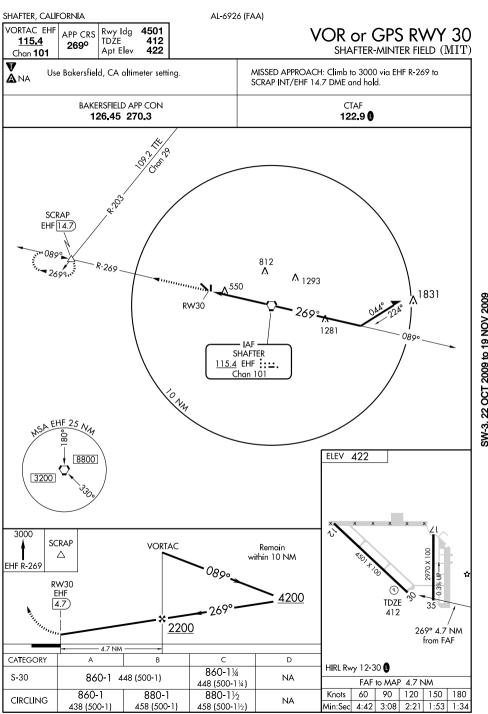


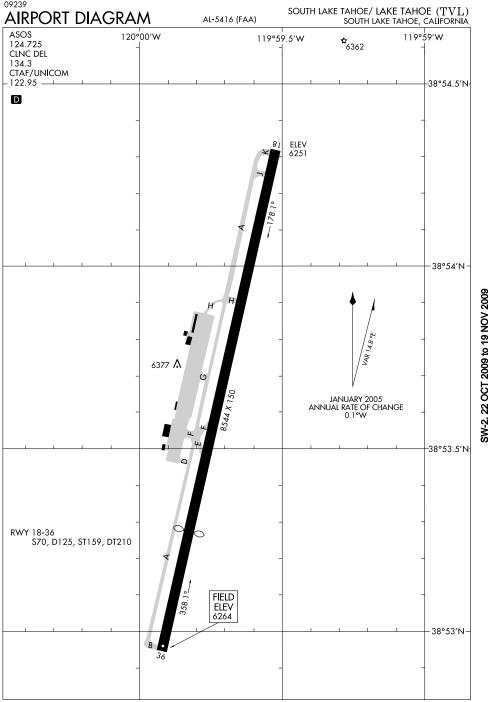


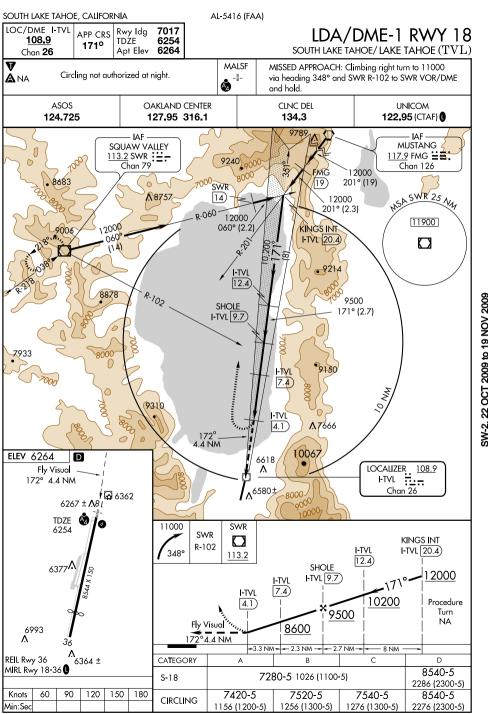


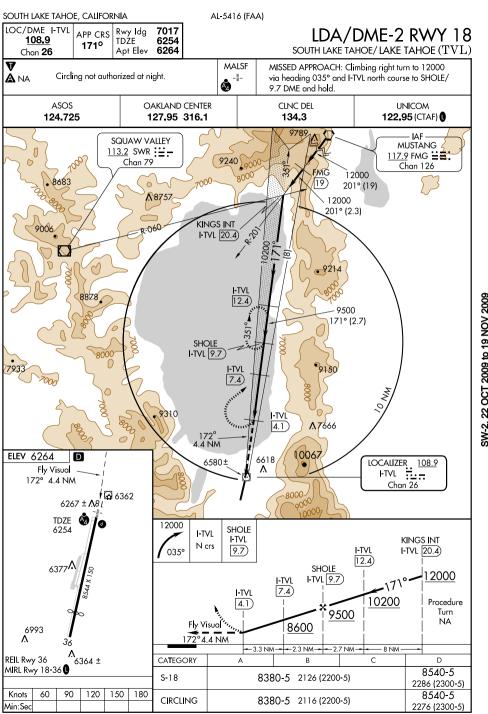












(RICHY5.SWR) 08157 SOUTH LAKE TAHOE / LAKE TAHOE (TVI.) RICHY FIVE DEPARTURE SL-5416 (FAA) SOUTH LAKE TAHOE, CALIFORNIA MINIMUM CROSSING ALTITUDE: at RICHY INT OAKLAND CENTER 127.95 316.1 Northwest-bound direct SWR VOR/DME 8300' CLNC DEL NOTE: This SID requires a minimum climb rate of 134.3 CTAF 122.95 MUSTANG 400 feet per NM to 10000'. 117.9 FMG **∺** Chan 126 SQUAW VALLEY 113.<u>2</u> SWR **: : : : .** N39°10.83′-W120°16.18′ 11000 RICHY N38°59.87' W120°01.15' 12000 SE and SW bound 8300 22 OCT 2009 to 19 NOV 2009 HANGTOWN 115.5 HNW **∷** Chan 102 MARRI N38°45.79' W119°42.01′ R-086 13000 L-9 **SPOOK** 15000 **GENNE** N38°37.95' N38°42.91′ W120°15.86′ W119°38.11′ TILTS L-3-9. H-3 N38°38.08' L-9.H-3 W119°31.61′ LINDEN ₹ L-9, H-3 114.8 LIN 🚾 Chan 95 NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 36: Turn left heading 330°. Intercept SWR R-117 at or above 8300', continue climb northwest bound on SWR R-117 to SWR VOR/DME. Cross SWR VOR/DME at or above 11000'. Aircraft cleared via a transition, reverse course to the left after crossing the SWR VOR/DME, and proceed to RICHY INT via SWR R-117. Cross RICHY INT at 12000' southeast and southwest bound, thence (via transition).

GENNE TRANSITION (RICHY5.GENNE): From over RICHY INT via SWR R-117 to GENNE

INT. Cross MARRI INT at 13000'. Expect further clearance to filed altitude after MARRI INT. MARRI TRANSITION (RICHY5.MARRI): From over RICHY INT via SWR R-117 to MARRI INT

Cross MARRI INT at 13000'. Expect further clearance to filed altitude after MARRI INT. SPOOK TRANSITION (RICHY5.SPOOK): From over RICHY INT via FMG R-192 to SPOOK

INT. Expect further clearance to filed altitude after SPOOK INT. TILTS TRANSITION (RICHY5.TILTS): From over RICHY INT via SWR R-117 to TILTS INT.

Cross MARRI INT at 13000'. Expect further clearance to filed altitude after MARRI INT.

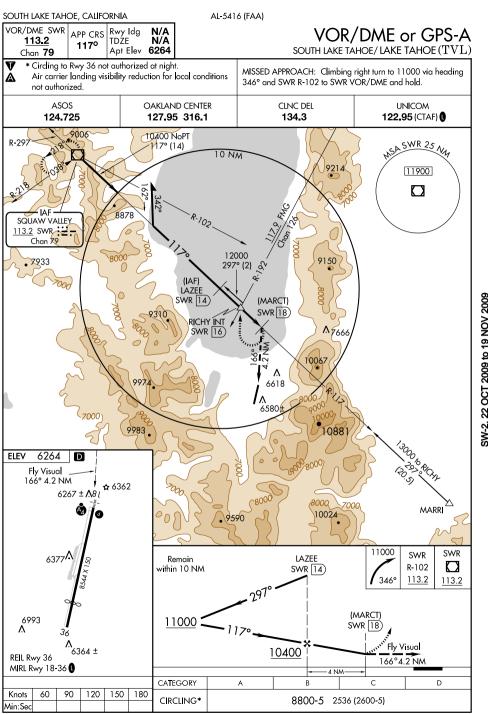
(SHOLE 1.SHOLE) 07298 SOUTH LAKE TAHOE/ LAKE TAHOE (TVL) SHOLE ONE DEPARTURE SL-5416 (FAA) SOUTH LAKE TAHOE, CALIFORNIA OAKLAND CENTER 127.95 316.1 CLNC DEL 134.3 CTAF 122.95 MUSTANG 117.9 FMG ==: Chan 126 N39°31.88′-W119°39.36′ L-9, H-3 SQUAW VALLEY 113.2 SWR **:** ∷ -\_ Chan 79 SHOLE N39°04.23' W119°57.76' LOCALIZER 108.9 I-TVL ::::. HANGTOWN Chan 26 115.5 HNW **∷** N38°54.62′-W119°59.31 Chan 102 R-086 SPOOK N38°37.95' W120°15.86′ LINDEN L-3-9, H-3 NOTE: This SID requires a minimum climb rate of 114.8 LIN :-300 feet per NM to 9000'. Chan 95 NOTE: DME REQUIRED. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 18: Not authorized. TAKE-OFF RUNWAY 36: Climb northbound via I-TVL localizer north course to SHOLE I-TVL 9.7 DME Fix. Continue climb in SHOLE 9.7 DME holding pattern, north 4 NM leg, right turns, 171° inbound I-TVL localizer until reaching 13000', thence via (transition) or

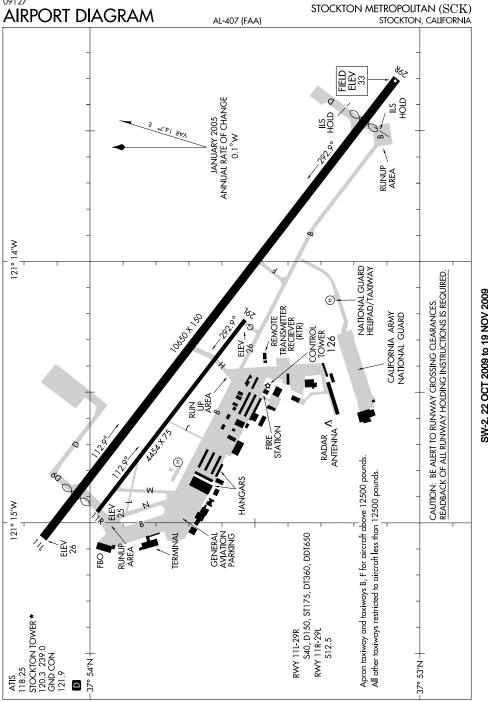
SW-2 22 OCT 2009 to 19 NOV 2009

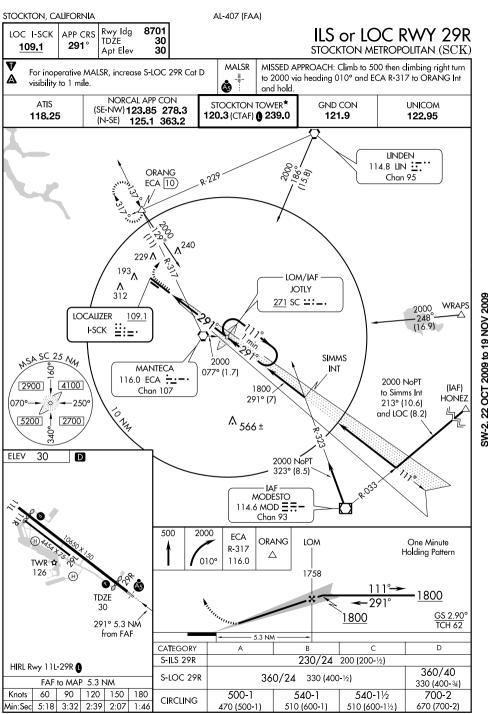
(assigned route).

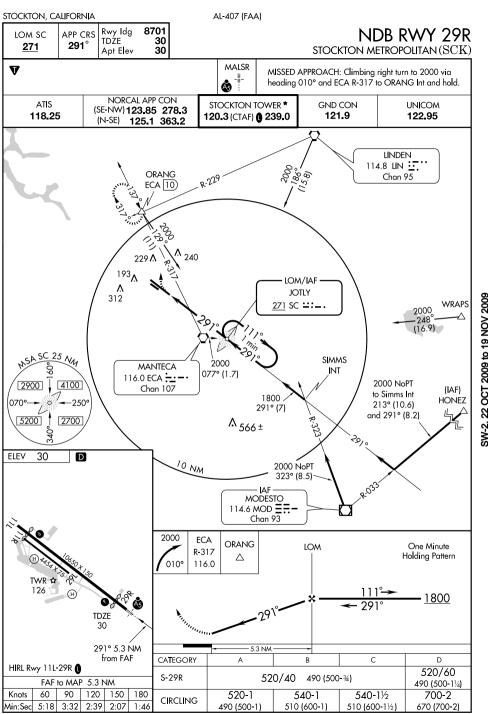
MUSTANG TRANSITION (SHOLE1.FMG): From over SHOLE DME via FMG R-192 to FMG VORTAC.

SPOOK TRANSITION (SHOLE1.SPOOK): From over SHOLE DME via FMG R-192 to SPOOK INT.

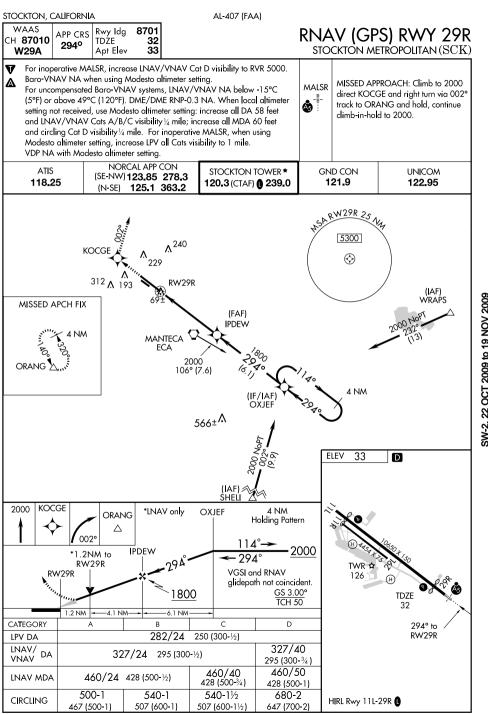


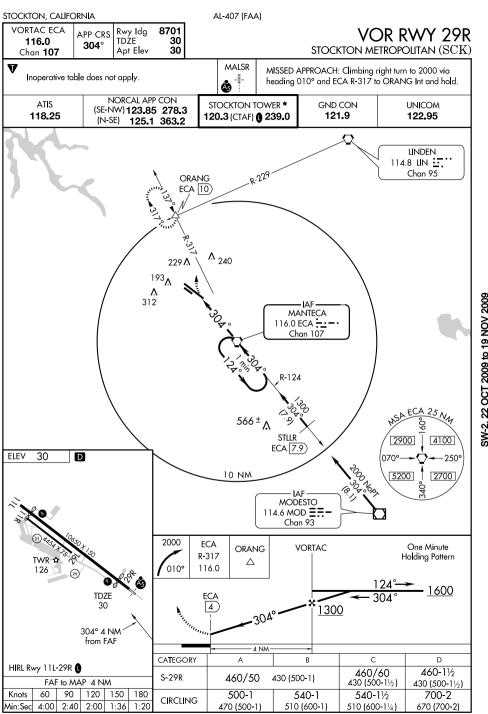






SW-2 22 OCT 2009 to 19 NOV 2009





128.8 285.5 CTAF 122.8 AMEDEE 109.0 AHC :::-1/20 Chan 27 N40°16.07′ - W120°09.12′ L-9-11 R-2530 8900 TAKE-OFF MINIMUMS Rwy 7, 25, 29: NA- obstacles. Rwy 11: Standard with minimum climb of 410' per NM to 6000 or 1900-21/2 for climb in visual conditions. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 11: Climb via 112° heading and AHC R-267 to AHC VOR/DME, Thence Or climb in visual conditions to cross Susanville Muni Airport eastbound at or above 6000, then via AHC R-272 to AHC VOR/DME, Thence....

....cross AHC VOR/DME at or above 8900'. Climb in AHC holding pattern (hold NW, right turns, 134° inbound) to depart AHC VOR/DME at or above 14000 before proceeding

SL-9479 (FAA)

SUSANVILLE MUNI (SVE)

SUSANVILLE, CALIFORNIA

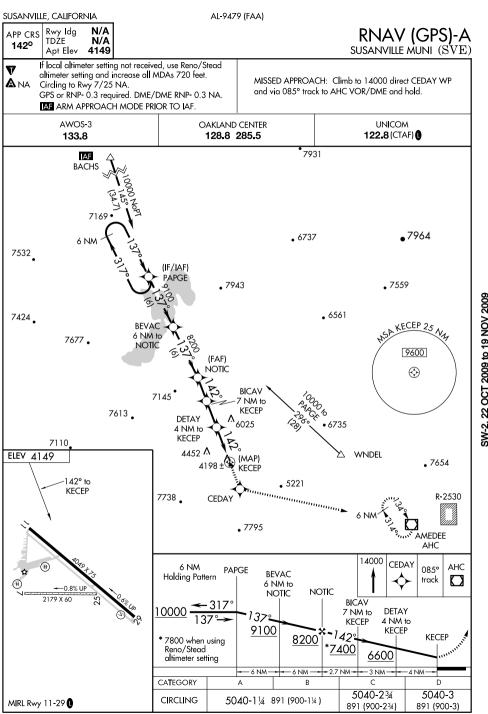
SW-2 22 OCT 2009 to 19 NOV 2009

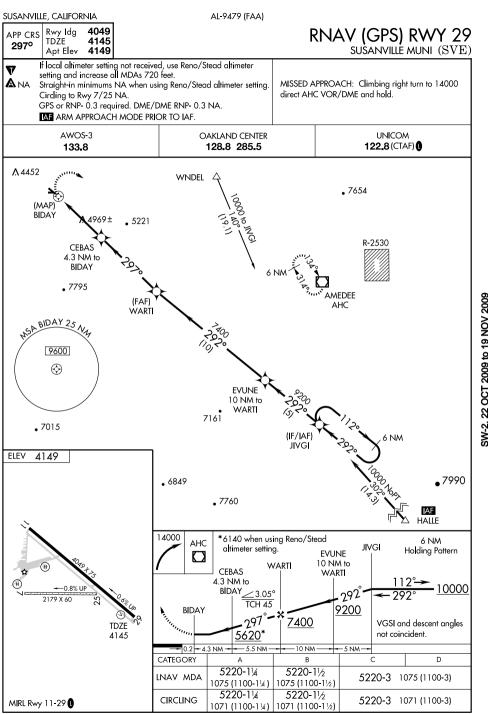
(AHC1.AHC) 07298

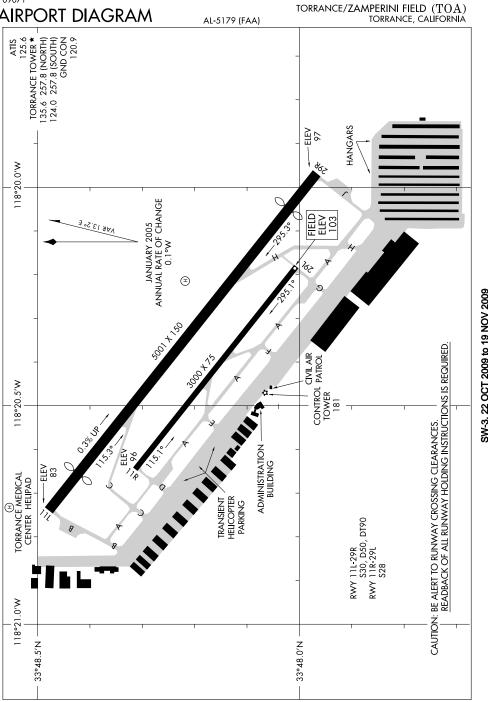
OAKLAND CENTER

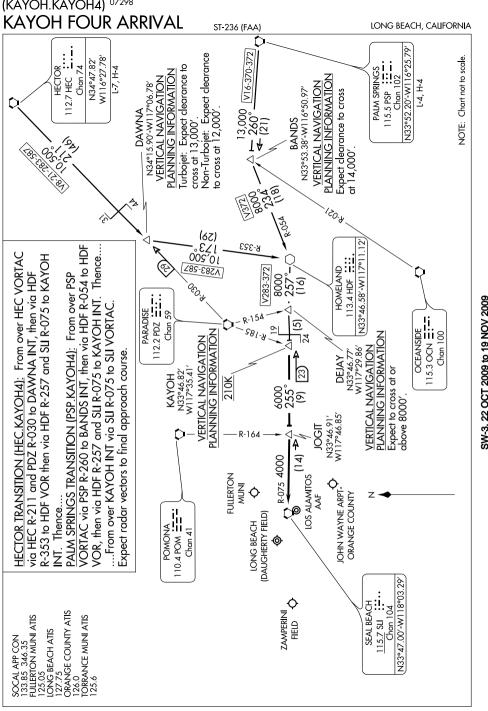
on course.

AMEDEE ONE DEPARTURE (OBSTACLE)

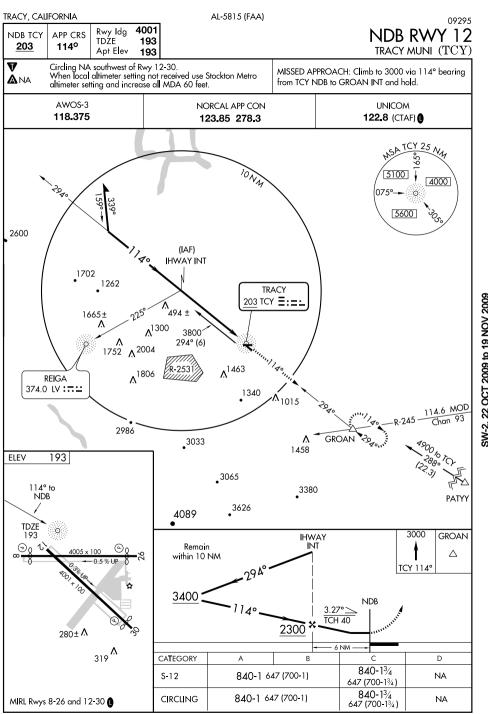


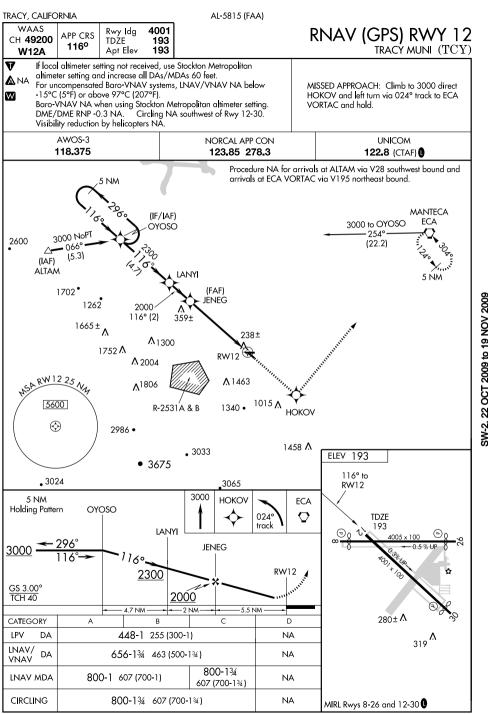


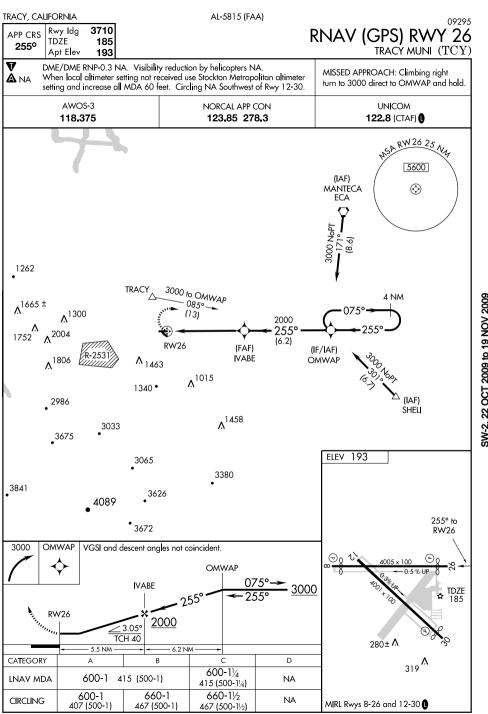




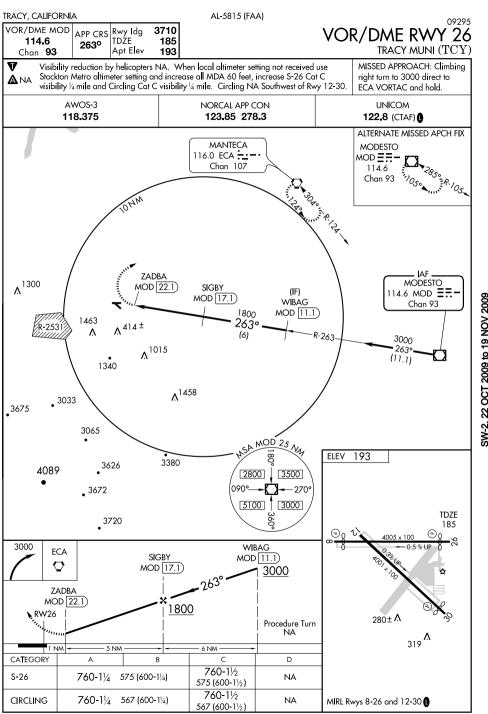
TORRANCE, CALIFORNIA AL-5179 (FAA) VORTAC LAX Rwy Idg 4459 VOR or GPS RWY 11L APP CRS TD7F 96 113.6 1350 TORRANCE/ZAMPERINI FIELD (TOA) Apt Elev 103 Chan 83 When control tower closed, except for operators with approved MISSED APPROACH: Climbing left turn to 3000 via A weather reporting service, use Los Angeles altimeter setting. heading 075° and LAX R-123 to WILMA Int and hold. Circling NA southwest of Rwy 11R-29L. TORRANCE TOWER★ SOCAL APP CON **ATIS** GND CON UNICOM 135.6 257.8 (NORTH) 124.3 363.2 (Rwys 11L, 11R) 120.9 122.95 125.6 127.2 269.6 (Rwys 29L, 29R) 124.0 (CTAF) 0 257.8 (SOUTH) Λ<sub>2908</sub> -IΔF NSA LAX 25 NA SANTA MONICA 110.8 SMO **∷** \_\_ Chan 45 7700 5100 2900 SW-3 22 OCT 2009 to 19 NOV 2009 LOS ANGELES 113.6 LAX :=:: SEAL BEACH \_ Chan 83 **1** 585 **1** 585 115.7 SLI :: ··· Chan 104 LASKE INT 317 A 308 LAX (5.8) R-269 (MARRP) 719± **∧** 621 ± **Λ** R-251 595 + **Λ** WILMA 1543 ± Λ LAX [13) 103 **ELEV** 10 NM Λ198 135° 2.9 NM from FAF **TDZE** 3000 IAX 96 WILMA VORTAC R-123 Δ 113.6 LASKE INT 075° 2900 LAX (5.8) (MARRP) LAX 8.2 3.46° **TWR** Procedure TCH 40 181 Turn 1200 VGSI and descent NA anales not coincident. 155 5.8 NM 2.4 NM 0.5 CATEGORY D S-11L 980-11/4 884 (900-11/4) NA REIL Rwy 29L CIRCLING 980-11/4 NA 877 (900-11/4) MIRL Rwys 11L-29R and 11R-29L LOS ANGELES ALTIMETER SETTING MINIMUMS FAF to MAP 2.4 NM S-11L 1020-11/4 924 (1000-11/4) NA Knots 60 90 120 150 180 0:58 CIRCLING 1020-11/4 917 (1000-11/4) NA Min:Sec 2:24 1:36 1:12 0:48

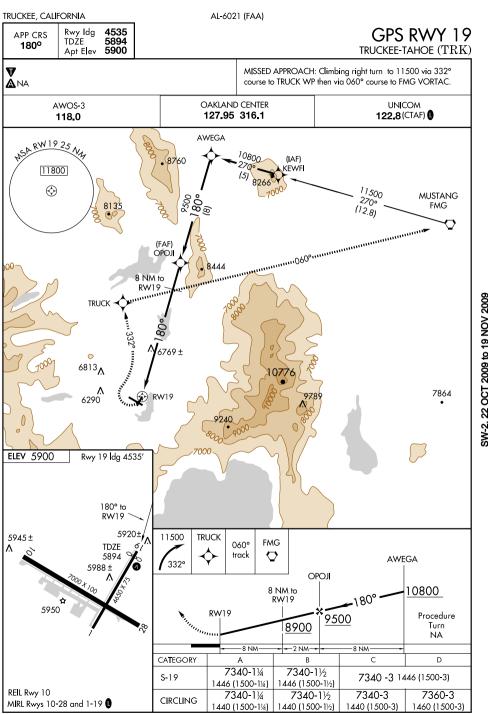






TRACY, CALIFO	RNIA			AL-5815 (FAA)				
WAAS CH <b>69201</b> <b>W30A</b>	APP CRS <b>297°</b>	Rwy Idg TDZE Apt Elev	3740 193 193		RN	AV (GPS)	RWY 30 (MUNI (TCY)	
If local altimeter setting not received, use Stockton Metropolitan altimeter setting and increase all DAs/MDAs 60 feet.  Circling NA southwest of Rwy 12-30.  DME/DME RNP -0.3 NA.  Visibility reduction by helicopters NA.					MISSED APPROACH: Climb to 2300 direct HURET and via 355° track to BYRON and hold.			
AWOS-3 118.375				DRCAL APP CON 23.85 278.3		UNICOM <b>122.8</b> (CTAF) <b>(</b>		
Procedure NA		335°,	TAC airway radii	als 147 CW 229.	MANTECA CECA CECA CECA CECA CECA CECA CECA		RW30 25 N <sub>H</sub> 5600	
↑ 1752 ↑ 2002 ↑ 1806			3.4	JKO NM to N30  (FAF) ETACU  AFE	₹WU		00 NoPT 8° (7.4) (IAF)	
ELEV 193				3380	(IF/IAF) NAPYI	5 NM	(IAF) PATYY	
	4005 × 100	<u></u>	2300 HUR  *LNAV only	ET 355° BYRO  → track △  ETAG	not coincide  AFEW		5 NM Holding Pattern	
l &	0.5° Up	*UP	RW30	1320*	2000	300	117°→ 297° 3300 GS 3.00° TCH 45	
	280± Λ TD	ZE 30	CATEGORY	NM2.1 NM		- 5.2 NM	D	
319 A			LPV DA	47	77-1 284 (300-	1)	NA	
		297° to RW30	LNAV/ DA					
LNAV			LNAV MDA	680-1 487 (500-1) 680-11/4 NA		NA		
MIRL Rwys 8-2	6 and 12-30	0	CIRCLING	680-1 48	37 (500-1)	680-1½ 487 (500-1½)	NA	





(TRUCK3.TRUCK) 08269 SL-6021 (FAA) TRUCKEE-TAHOE (TRK) TRUCK THREE DEPARTURE (OBSTACLE) TRUCKEE, CALIFORNIA **OAKLAND CENTER** 127.95 316.1 UNICOM 122.8 (CTAF) AWOS-3 118.0 TRUCK N39°26.26' W120°09.71′ V200-392 11.500 Z(2A) R-241 MUSTANG 117.9 FMG **∺≣** Chan 126 TAKE-OFF MINIMUMS: RWYS 10, 19: NA - OBSTACLES RWY 1: STANDARD with minimum climb of 415' per NM to 11500', or 3300-3 for climb in visual conditions. RW28: STANDARD with minimum climb of 510' per NM to 9500'. or 3300-3 for climb in visual conditions. TAKE-OFF OBSTACLES: Rwy 1: Trees beginning 127' from DER, 175' left of centerline, up to 35' AGL/5921'MSL, trees beginning 360' from DER, 163' right of centerline, up to 39' AGL/5925' MSL. Rwy 28: Trees beginning 679' from DER, 285' left of centerline, up to 96' AGL/5997'MSL, trees beginning 208' from DER, 392' right of centerline,

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climbing left turn to 11,500' via heading 275° and SWR R-002 to

up to 70' AGL/5971' MSL.

NOTE: Chart not to scale.

SQUAW VALLEY

113.2 SWR **: ∷-**Chan *7*9

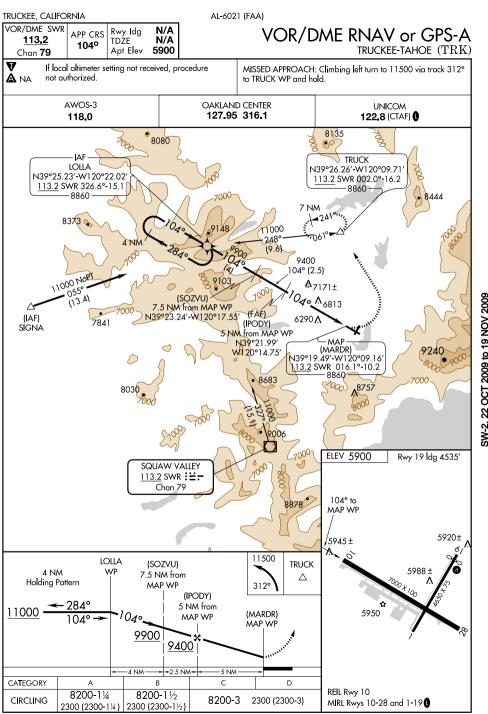
V

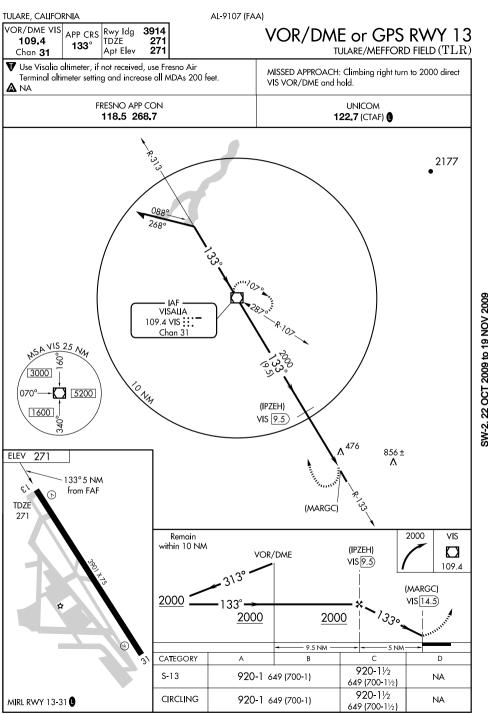
TRUCK INT, thence..., or, climb in visual conditions to cross Trukee-Tahoe Airport heading 290° at or above 9100′, then proceed on SWR R-002 to TRUCK INT, thence...

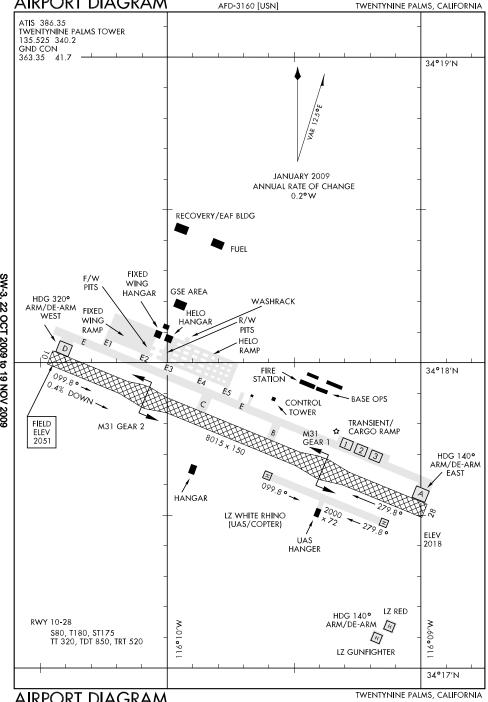
TAKE-OFF RUNWAY 28: Climbing right turn to 11,500′ via heading 320° and SWR R-002 to TRUCK INT, thence..., or, climb in visual conditions to cross Trukee-Tahoe Airport

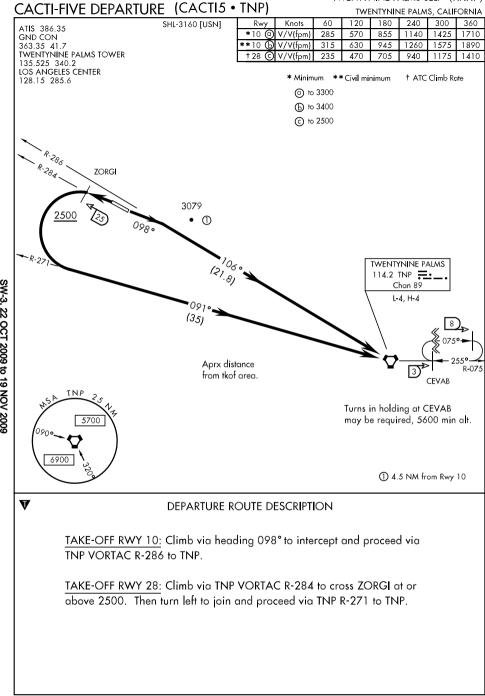
heading 290° at or above 9100′, then proceed on SWR R-002 to TRUCK INT, thence...

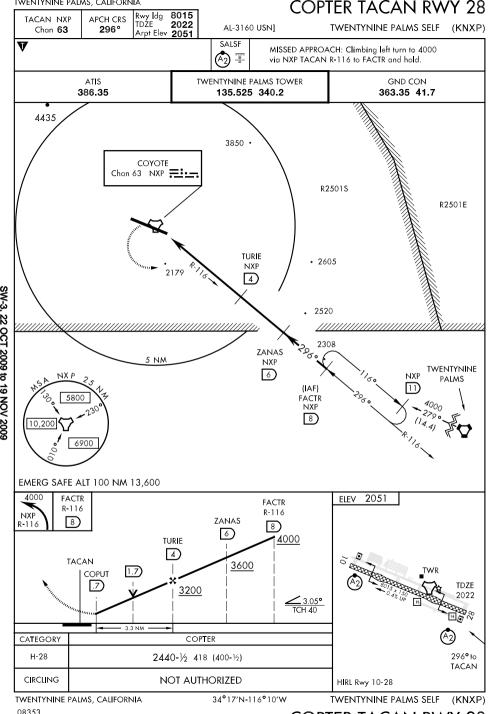
...Cross TRUCK INT at or above 11,500'. If required, continue climb-in-TRUCK INT holding pattern to cross TRUCK INT at or above 11,500'.

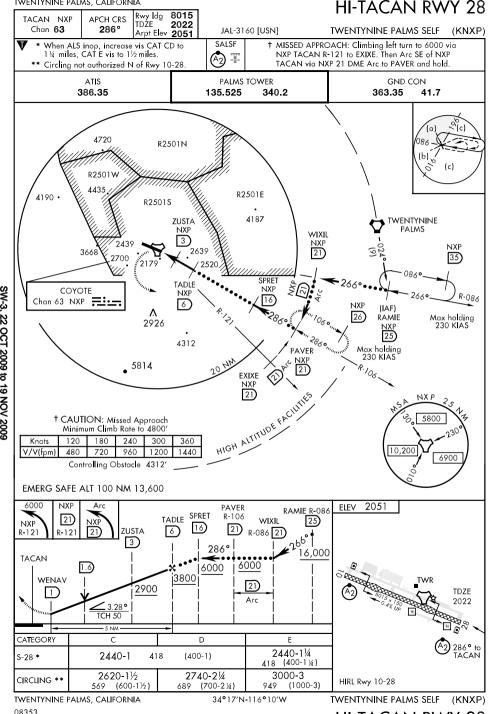


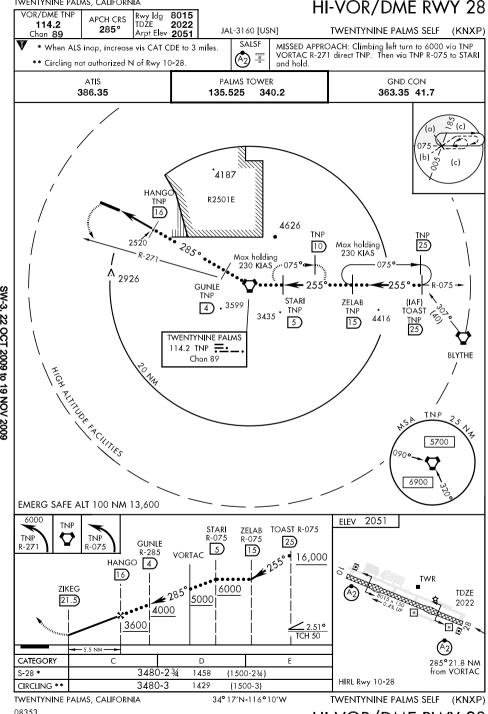


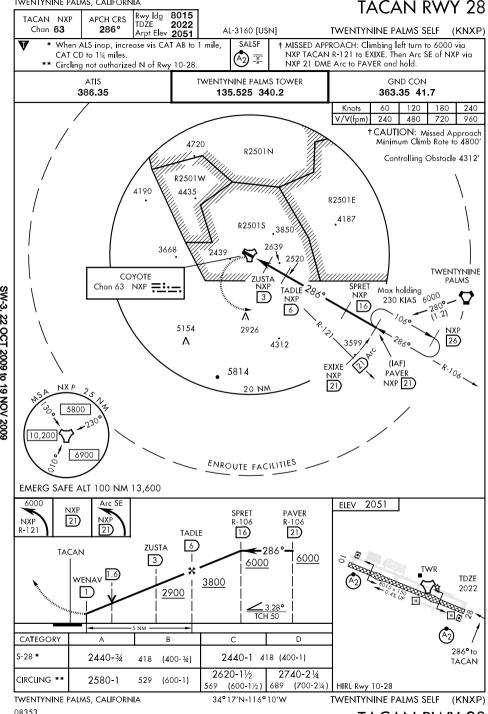


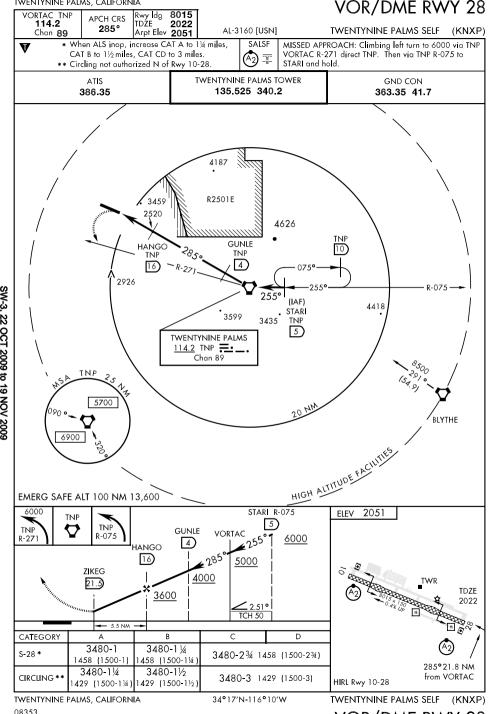


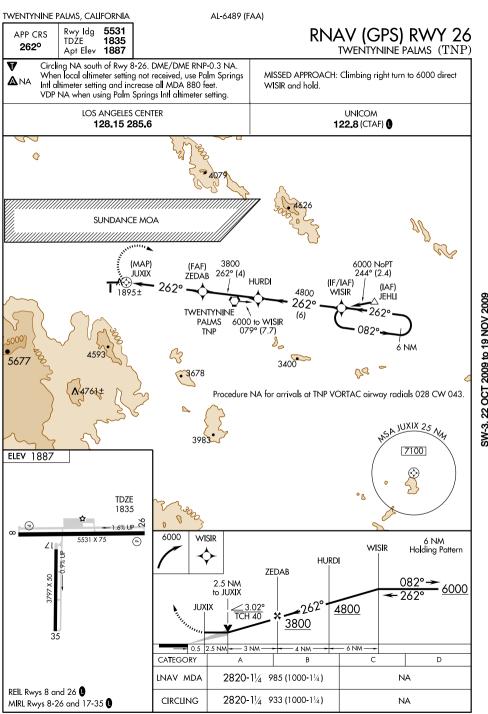


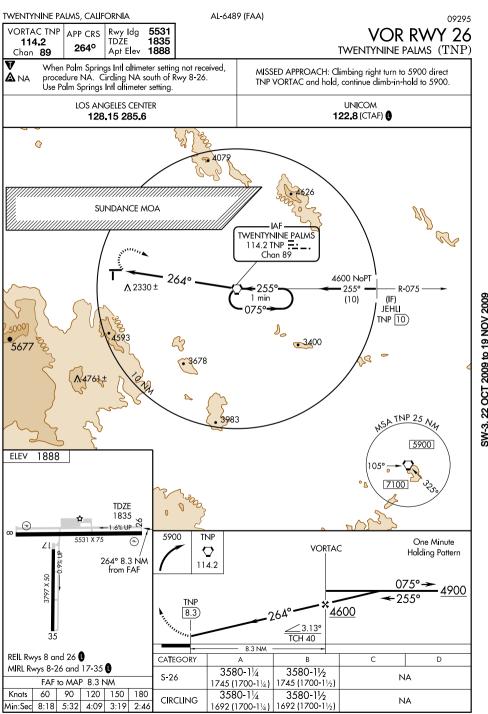


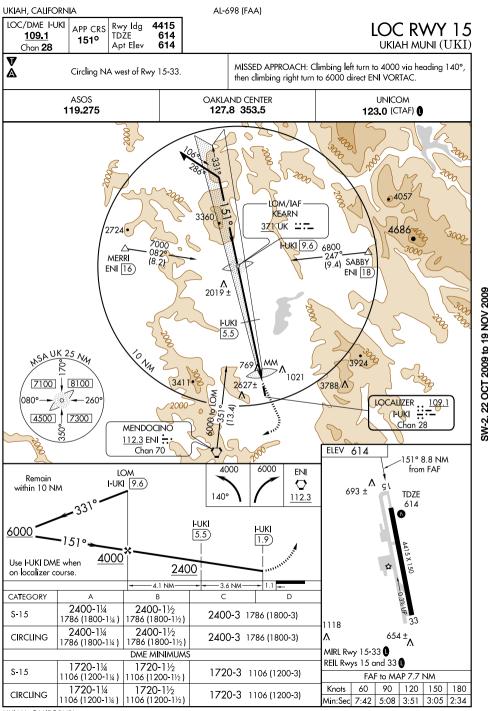


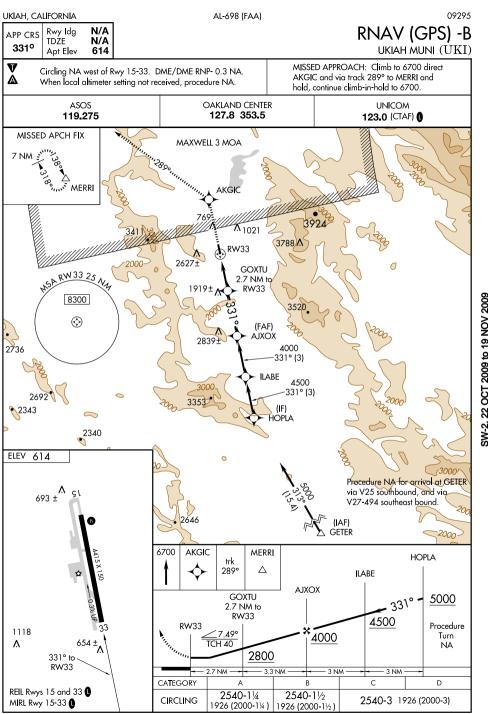


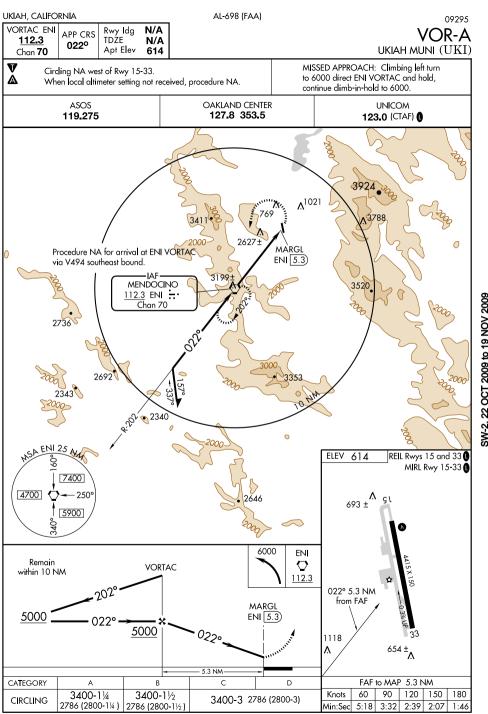


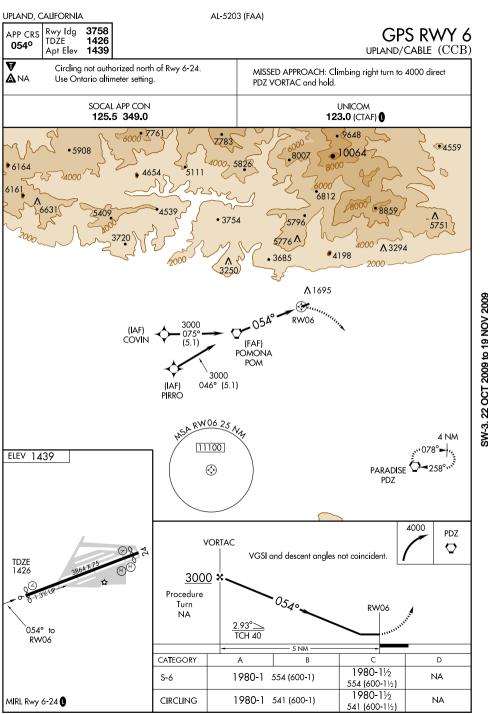


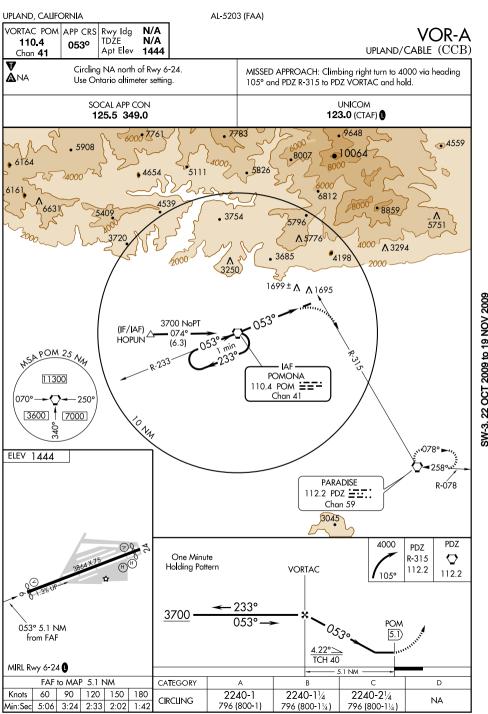


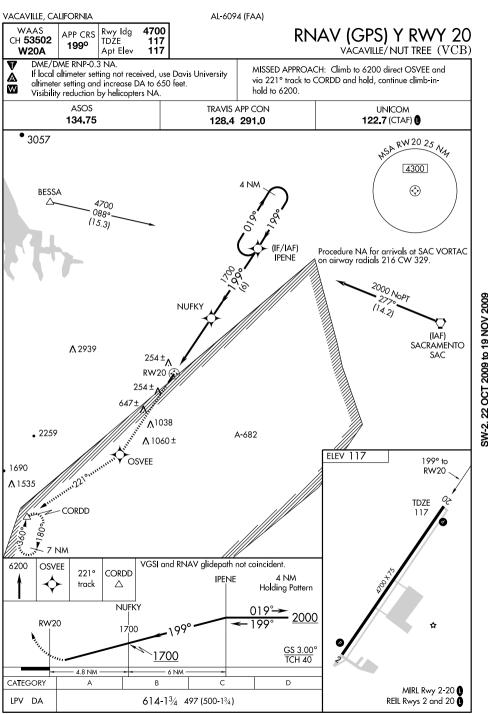


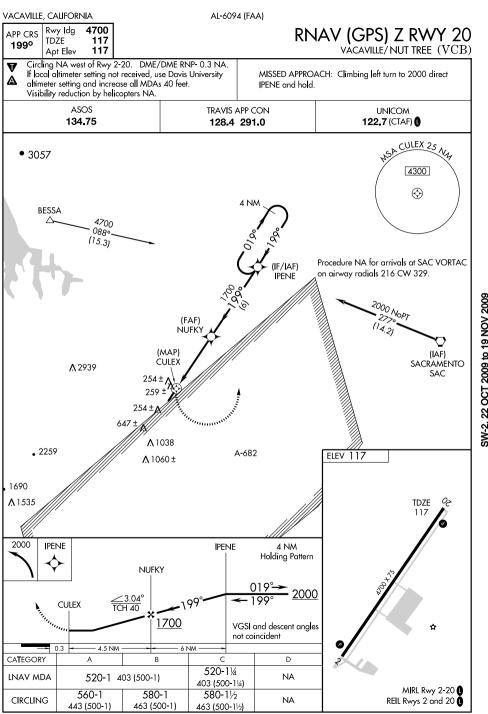




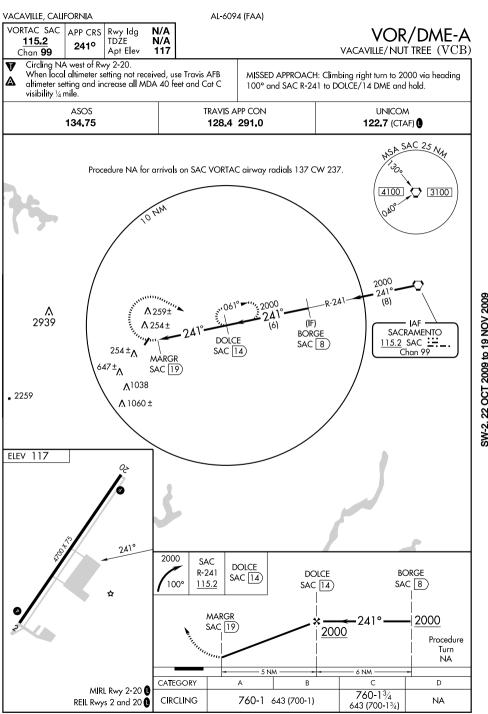


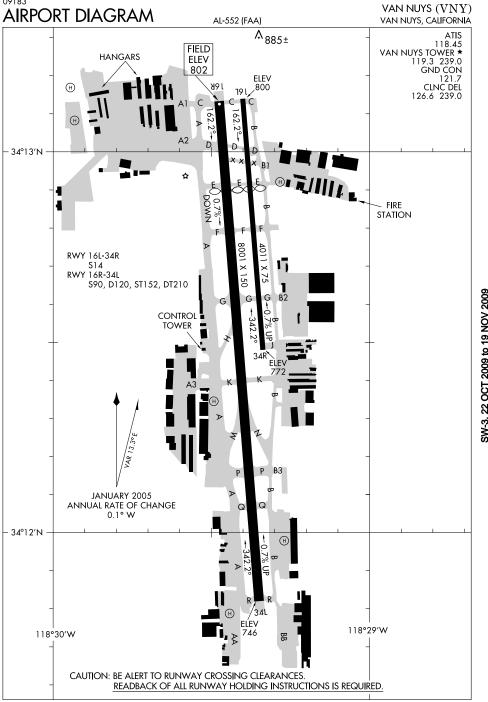






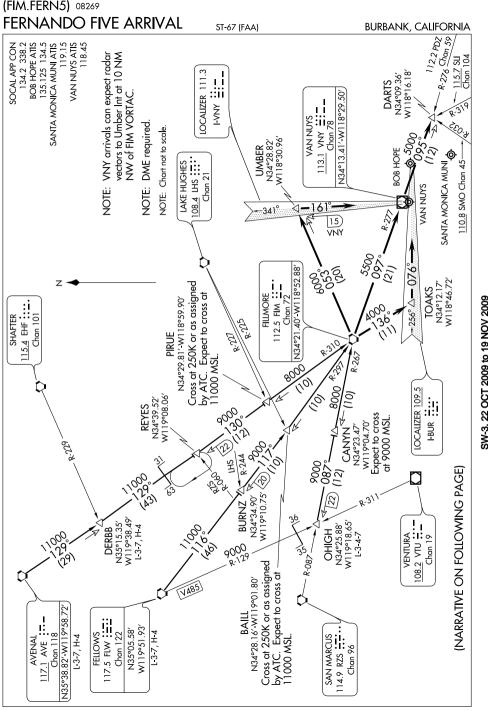
(SOKOY2.SOKOY) 09127 VACAVILLE/NUT TREE (VCB) SOKOY TWO DEPARTURE SI -6094 (FAA) VACAVILLE, CALIFORNIA TRAVIS DEP CON TAKE-OFF OBSTACLE NOTES 128.4 291.0 Trees beginning 222' from DER, 514' left of Rwv 2: centerline, up to 106' AGL/225' MSL. Light pole 337' from DER, 534' left of centerline, 28' AGL/147' MSL. Rwy 20: Pole 161' from DER, 500' left of centerline, 120' AGL/239' MSL WILLIAMS Trees beginning 269' from DER, 335' left of 114.4 ILA **:≟** ⋅ ⋅ centerline, up to 117' AGL/236' MSL. Chan 91 N39°04.27′-W122°01.63′ Pole 777' from DER, 436' left of centerline, L-2-3 119' AGL/238' MSL. Windsock 6' from DER, 166' right of centerline, 8' AGL/127' MSL. Fence 193' from DER, 202' right of centerline, 3' AGL/122' MSL. TAKE-OFF MINIMUMS Rwy 2: Standard Rwy 20: Standard with a minimum climb of 424' per NM to 1600. 22 OCT 2009 to 19 NOV 2009 SOKOY N38°26.13' 2000 W121°50.26′ R-251 071° 071° R-251 (13)**SACRAMENTO** 115.2 SAC ::\_\_\_. . Chan 99 N38°26.62′-W121°33.10′ L-2-3. H-3 NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 2: Climb via heading 020°, intercept SAC R-251 to SOKOY INT/ SAC 13 DME. TAKE-OFF RUNWAY 20: Turn left heading 030°, intercept ILA R-149 to SOKOY INT/ ILA 39 DME. SACRAMENTO TRANSITION (SOKOY2.SAC): From over SOKOY INT via SAC R-251 to SAC VORTAC. WILLIAMS TRANSITION (SOKOY2.ILA): From over SOKOY INT via ILA R-149 to ILA VORTAC.





(CNOG8.VNY) 07298 VAN NUYS (VNY) CANOGA FIGHT DEPARTURE SL-552 (FAA) VAN NUYS, CALIFORNIA ATIS 118.45 CLNC DEL 126.6 239.0 GND CON \_R-086 4000 COREZ SOCAL DEP CON 266 N35°33 40' 134 2 338 2 W119°29.03' (25) NOTE: Rwys 16L/R after crossing FIM R-102 or VNY AVENAL 2.2 DME, and Rwys 34L/R require a minimum 117.1 AVE :..climb rate of 310' per NM to 8000' to AVE VORTAC Chan 118 N35°38.82′-W119°58.72′ and 350' per NM to 5000' to FIM VORTAC. L-3-7, H-4 NOTE: For all Rwys, Do not intercept the LAX R-323 until advised by ATC. **GORMAN** 116.1 GMN == Chan 108 N34°48.24′-W118°51.68 CASTA N34°31.97' L-3-4-7, H-4 W118°43.60' VAN NUYS 8300 R-021 113.1 VNY **Ξ:**Ξ Chan 78 22 OCT 2009 to 19 NOV 2009 FILLMORE N34°13.41′-W118°29.50′ 112.5 FIM 👑 🗀 **IPIHO** Chan 72 N34°13.40′ W118°34.44′ N34°21.40′-W118°52.88′ 250° L-3-4-7. H-4 5000 Apprx. dist fr T/off 11 255 area Rwys 16L/R to VNY SUANA (7)(4)P. FM. 102 22 N34°13.39′ 2.2 DMÉ is 1.2 NM. W118°43.24' -<u>1700</u> LOS ANGELES 113.6 LAX :=: NOTE: RADAR required. Chan 83 NOTE: Chart not to scale. DEPARTURE ROUTE DESCRIPTION V TAKE-OFF RUNWAYS 16L/R: Fly heading 160°, cross 2.2 DME at or below 1700'. Then turn right heading 210° for vectors to VNY R-255 and GMN R-142. Then via (transition) or (assigned route). TAKE-OFF RUNWAYS 34L/R: Turn left heading 250° after departure end of runway for vectors to VNY R-255 and GMN R-142. Then via (transition) or (assigned route). LOST COMMUNICATIONS: If not in contact with departure control within 3 NM: Rwys 16L/R, intercept the LAX R-323. Then as assigned; Rwys 34L/R, intercept the VNY R-255. Then as assigned. AVENAL TRANSITION (CNOG8.AVE): Proceed along the VNY R-255 to intercept and proceed along the LAX R-323 and GMN R-142 to GMN VORTAC. Then via the GMN R-310 and AVE R-086 to AVE VORTAC. Cross CASTA INT at or above 8300'. FILLMORE TRANSITION (CNOG8.FIM): Proceed via the VNY R-255 and FIM R-120 to FIM VORTAC. GORMAN TRANSITION (CNOG8.GMN): Proceed via the VNY R-255 to intercept and proceed

via the LAX R-323 and GMN R-142 to GMN VORTAC. Cross CASTA INT at or above 8300'.



(FIM.FERN5) 04050 FERNANDO FIVE ARRIVAL BURBANK, CALIFORNIA ST-67 (FAA) ARRIVAL DESCRIPTION AVENAL TRANSITION (AVE.FERN5): From over AVE VORTAC via AVE R-129 and FIM R-310 to FIM VORTAC. Thence.... DERBB TRANSITION (DERBB.FERN5): From over DERBB INT via AVE R-129 and

FIM R-310 to FIM VORTAC. Thence.... FELLOWS TRANSITION (FLW.FERN5): From over FLW VORTAC via FLW R-116 and FIM R-297 to FIM VORTAC. Thence....

OHIGH TRANSITION (OHIGH, FERN5): From over OHIGH INT via FIM R-267 to FIM VORTAC. Thence....

From over FIM VORTAC:

LANDING BOB HOPE: Via FIM R-136 to TOAKS INT, then via I-BUR localizer. Expect ILS RWY 8.

LANDING SANTA MONICA MUNI: Via FIM R-097 and VNY R-277 to VNY

VOR/DME; then via VNY R-095 to DARTS INT. Expect VOR-A approach. LANDING VAN NUYS RWY 16: Via FIM R-053 to UMBER INT, then via I-VNY localizer. Expect ILS RWY 16R.

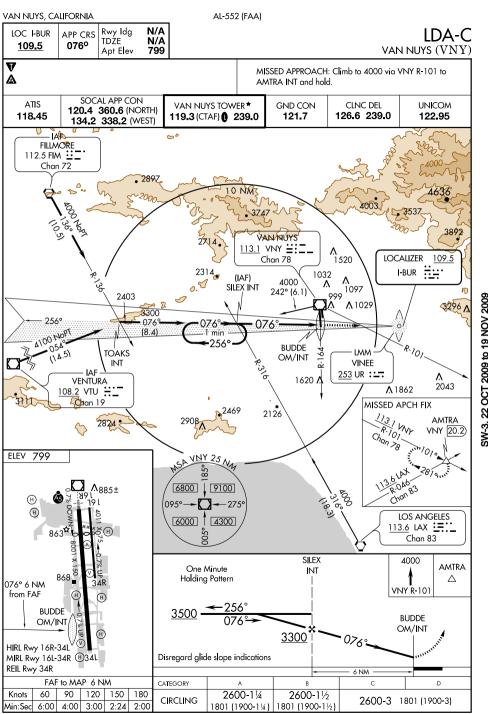
LANDING VAN NUYS RWY 34: Via FIM R-136 to TOAKS INT, then via I-BUR

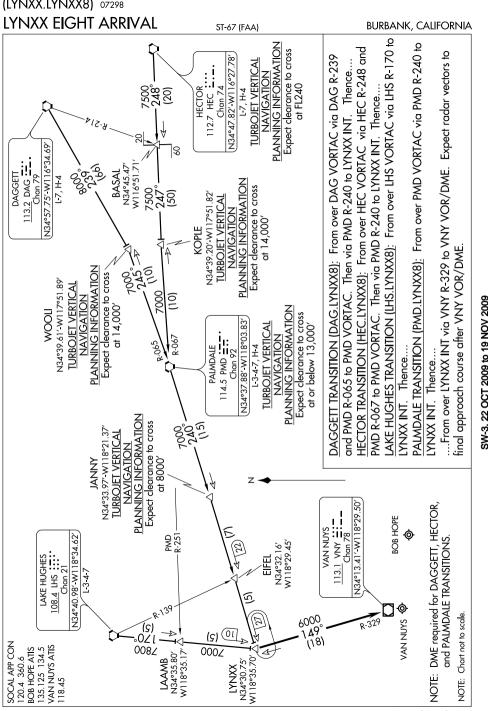
localizer. Expect LDA-C; circle to land RWY 34L.

SW-3 22 OCT 2009 to 19 NOV 2009

(GLEN9.ADAMM) 07298 VAN NUYS (VNY) GLENDALE NINE DEPARTURE VAN NUYS, CALIFORNIÁ SL-552 (FAA) ATIS 118.45 TAKE-OFF MINIMUMS CLNC DEL Rwy 16L, Standard with the following minimum climb requirements: 126.6 239.0 ATC climb of 300' feet per NM to 3800, obstacle climb of GND CON 240' per NM to 2000. 121.7 SOCAL DEP CON Rwy 16R, Standard with the following minimum climb requirements: 124.6 298.85 ATC climb of 300' feet per NM to 3800, obstacle climb of 280' per NM to 2300. Rwy 34L, 34R, standard with minimum climb of 480' per NM to 4200. NOTE: DME required. VAN NUYS 113.1 VNY **∷**: □ NOTE: RADAR required. 250° **POMONA** 110.4 POM == Chan 41 1700 **ELMOO** N34°05.91′ W118°04.87' 4000 PARADISE /36 112.2 PDZ ---22 OCT 2009 to 19 NOV 2009 14 Chan 59 ADAMM R-045 N34°01.02′ LOS ANGELES W117°49.01' 113.6 LAX :=:: 1-3-4-7 Chan 83 SEAL BEACH <u>115.7</u> SLI **∷∺**⋯ Chan 104 TAKE-OFF OBSTACLE NOTES RWY 16L, Light on hangar 713' from DER, 361' left of centerline, 27' AGL/798' MSL. RWY 16R, Hangar 209' from DER, 516' right of centerline, 9' AGL/755' MSL.
Flagpole 570' from DER, 549' right of centerline, 15' AGL/761' MSL.
Building 941' from DER, 599' left of centerline, 28' AGL/774' MSL.
Multiple trees beginning 1129' from DER, left and right of centerline, up to 72 AGL/818' MSL. RWY 34L, Blast fence 169' from DER, 405' left of centerline, 10' AGL/812' MSL,
Obstruction light on blast fence, 241' from DER, 195' left of centerline, 17' AGL/819' MSL
Multiple trees beginning 325' from DER, 549' right of centerline, up to 119' AGL/921' MSL.
Railroad 305' from DER, 369' right of centerline, 30' AGL/832' MSL.
Building 424' from DER, 589' right of centerline, 29' AGL/831' MSL.
Antenna on building 450' from DER, 462' left of centerline, 15' AGL/817' MSL.
Pole 1376' from DER, 779' left of centerline, 68' AGL/870' MSL. RWY 34R, Railroad 305' from DER, 5' right of centerline, 33' AGL/832' MSL.
Multiple trees beginning 325' from DER, 174' right of centerline, up to 122' AGL/921' MSL.
Building 424' from DER, 214' right of centerline, 32' AGL/831' MSL. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 16L/R: Climb via heading 160° to cross VNY 2.2 DME at or below 1700'. Then climbing left turn heading 110° for vectors to VNY R-095 to ADAMM INT. Then via (assigned route). TAKE-OFF RUNWAYS 34L/R: Climbing left turn via heading 250° for vectors to VNY R-095 to ADAMM INT. Then via (assigned route).

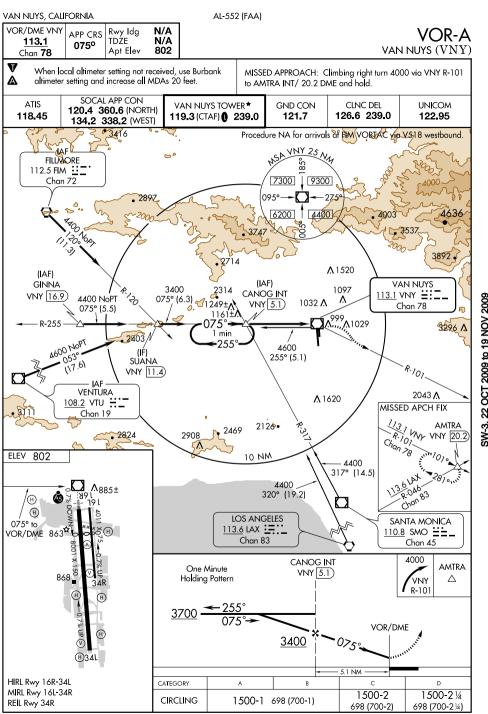
LOST COMMUNICATIONS: If not in contact with departure control within 3 NM, turn left heading 090° to intercept VNY R-095 to ADAMM INT, maintain 5000 or as assigned.

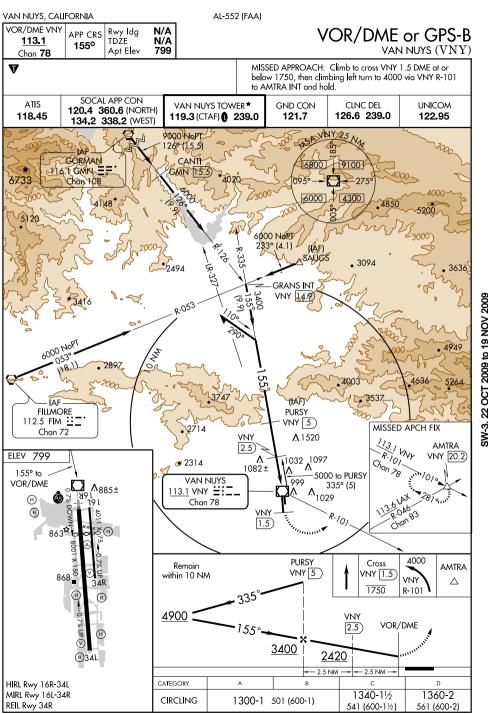


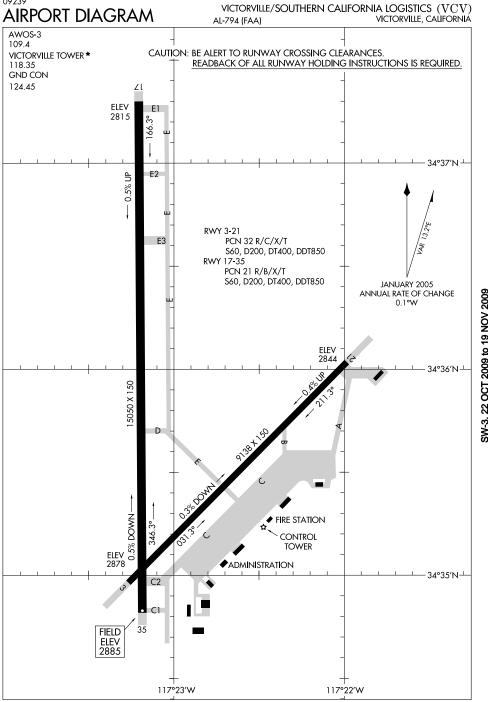


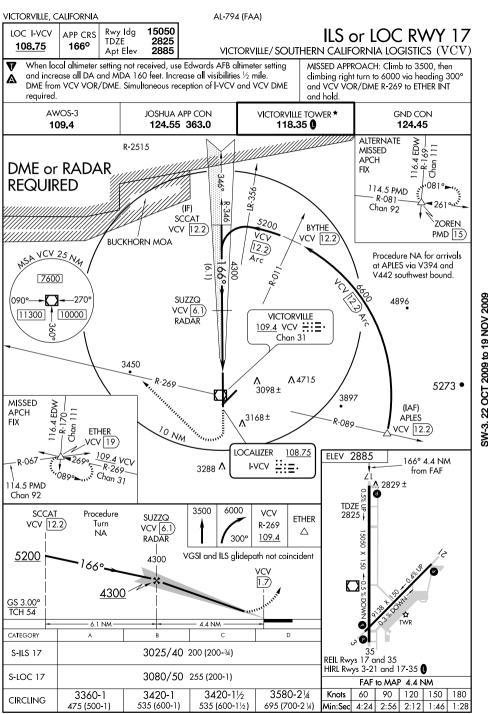
(NUAL6.VNY) 09015 VAN NUYS (VNY) NEWHALL SIX DEPARTURE VAN NUYS, CALIFORNIÁ SL-552 (FAA) ATIS 118.45 **EDWARDS** ETHER CLNC DEL 116.4 EDW :---N34°39.85' 126.6 239.0 Chan 111 W117°45.81′ VAN NUYS GND CON 121.7 R-238 SOCAL DEP CON 124.6 298.85 058 12000 (61) PALMDALE 067 114.5 PMD =.. R-269 (15) Chan 92 N34°37.88′-W118°03.83′ VICTORVILLE L-3-4-7, H-4 109.4 VCV **∷:Ξ**• **FILLMORE** 112.5 FIM ::-Chan 31 Chan 72 **TWINE** N34°18.58′ DAGGETT LANGE 1000 W118°36.99' N34°22.98′ 113.2 DAG ---046 W118°27.63' Chan 79 R-087 N34°57.75′-W116°34.69′ L-7. H-4 VAN NUYS 113.1 VNY **∷** R-046 Chan 28 250 22 OCT 2009 to 19 NOV 2009 N34°13 41′-W118°29 50′ 5000 **IPIHO** 255 N34°13.40′ (4) W118°34.44' **VENTURA** P.102 2 1700 108.<u>2</u> VTU ∷ Chan 19 Apprx. dist. fr T/off area Rwys 16L/R to VNY 2.2 DMÉ is 1.2 NM. 110° NOTE: Rwys 16L/R and Rwys 34L/R require a minimum climb gradient of 370' per NM to 7000'. LOS ANGELES NOTE: Radar required. 113.6 LAX :=: Chan 83 NOTE: Chart not to scale V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 16L/R: Fly heading 160° to cross FIM R-102 or VNY 2.2 DME at or below 1700'. Then turn left heading 110° for vectors to VNY R-255 and LAX R-323. Then via (transition) or (assigned route). TAKE-OFF RUNWAYS 34L/R: Turn left heading 250° after departure end of runway for vectors to VNY R-255 and LAX R-323. Then via (transition) or (assigned route). LOST COMMUNICATIONS: If not in contact with Departure Control within 3 NM: Rwys 16L/R: Intercept the LAX R-323, then as assigned; Rwys 34L/R: Intercept the VNY R-255, then as assigned. DAGGETT TRANSITION (NUAL6.DAG): Proceed on the VNY R-255 to intercept and

DAGGETT TRANSITION (NUAL6.DAG): Proceed on the VNY R-255 to intercept and proceed via the LAX R-323 and the VTU R-046 to LANGE INT; then the PMD R-218 to the PMD VORTAC. Then via the PMD R-067 and the DAG R-238 to DAG VORTAC. PALMDALE TRANSITION (NUAL6.PMD): Proceed on the VNY R-255 to intercept and proceed via the LAX R-323 and the VTU R-046 to LANGE INT; then via the PMD R-218 to the PMD VORTAC.

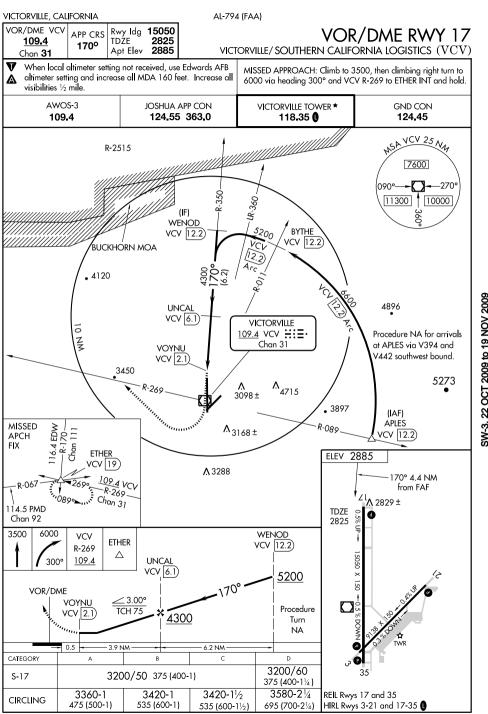


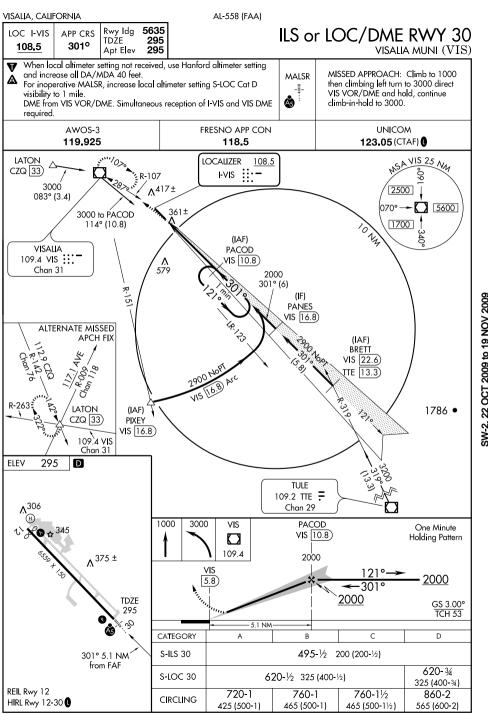


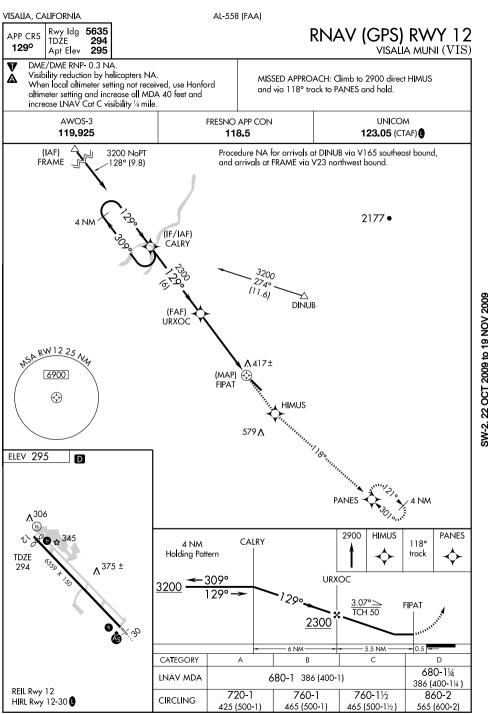


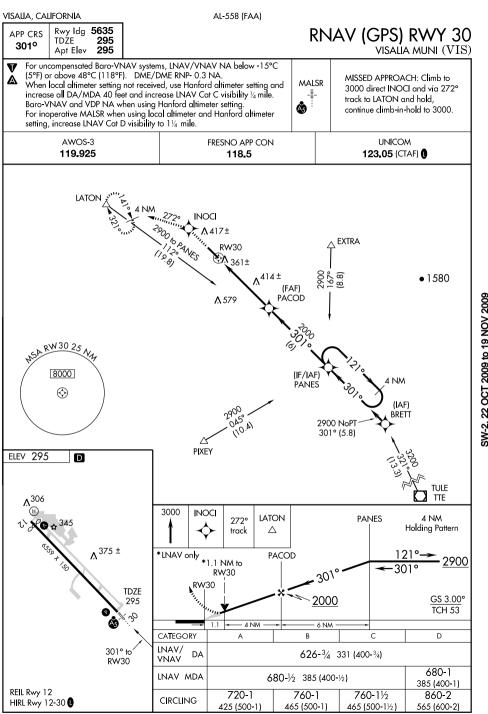


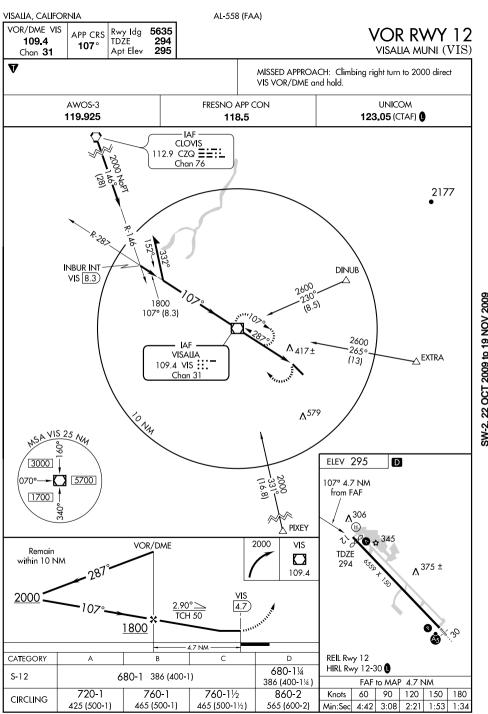
VICTORVILLE, CALIFORNIA AL-794 (FAA) WAAS Rwy Idg 15050 RNAV (GPS) RWY 17 APP CRS TDŹE 2825 CH 77523 166° VICTORVILLE/SOUTHERN CALIFORNIA LOGISTICS (VCV) Apt Elev 2885 W17A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). A MISSED APPROACH: Climb to 6000 direct DME/DME RNP-0.3 NA SPERG and via 257° track to RLONG and When local altimeter setting not received, use Edwards AFB altimeter setting via 294° track to ETHER and hold. and increase all DA and MDA 160 feet. Increase all visibilities 3/4 mile. VDP and Baro-VNAV NA when using Edwards AFB altimeter setting. AWOS-3 JOSHUA APP CON VICTORVILLE TOWER \* GND CON 124.55 363.0 109.4 118.35 0 124.45 R-2515 (IAF) NANCC SCCAT 5200 7200 256 264° (8) (18.2) BUCKHORN MOA 4300 **166** (6.1) 4120 Procedure NA for arrivals at BASAL via V12 northeast bound. (FAF) 4896<sup>•</sup> SUZZQ SW-3, 22 OCT 2009 to 19 NOV 2009 **ETHER** Λ<sub>2945±</sub> 3450 Annana Se de annanana de annanana de annanana de annananana de RW17 🚱 ۸<sup>4715</sup> 3098 ± 3897<sup>°</sup> **∆**3168± 11300 APIES **SPERG**  $\bigcirc$ **RLONG** Λ 3288 **ELEV 2885** 166° to RW17 6000 Procedure SPERG **RLONG ETHER** ∠l<u>∧</u>2829± 294° 257° Turn SCCAT track track **TDZE** NA Δ 2825 VGSI and RNAV glidepath **SUZZQ** 5200 not coincident. 1660 4300 \*0.8 NM to 5050 **RW17** RW17 4300 150 GS 3.00° \*LNAV only TCH 54 6.1 NM 3.6 NM 0.8 CATEGORY D 3075/40 LPV DA 250 (200-3/4) LNAV/ 3240-11/2 415 (400-11/2) DA VNAV 35 LNAV MDA 3140/50 315 (300-1) REIL Rwys 17 and 35 3360-1 3420-1 3580-21/4 3420-11/2 CIRCLING HIRL Rwys 3-21 and 17-35 1 475 (500-1) 535 (600-1) 695 (700-21/4) 535 (600-11/2)

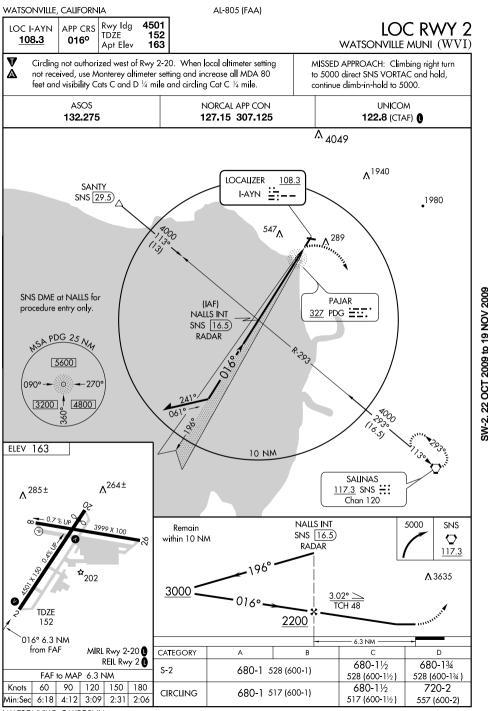


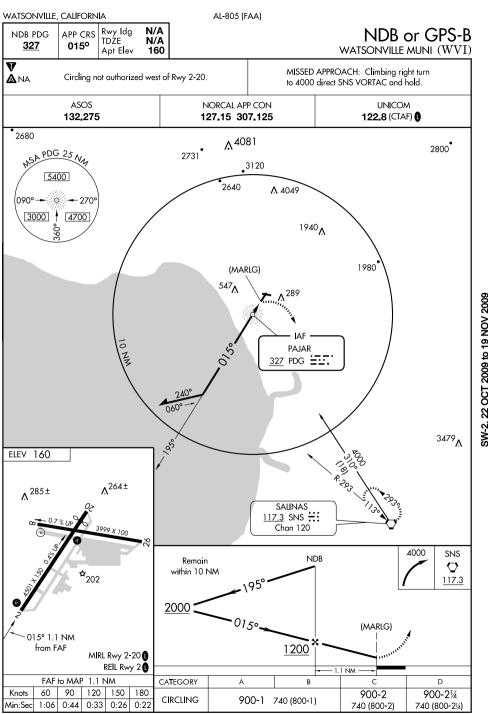


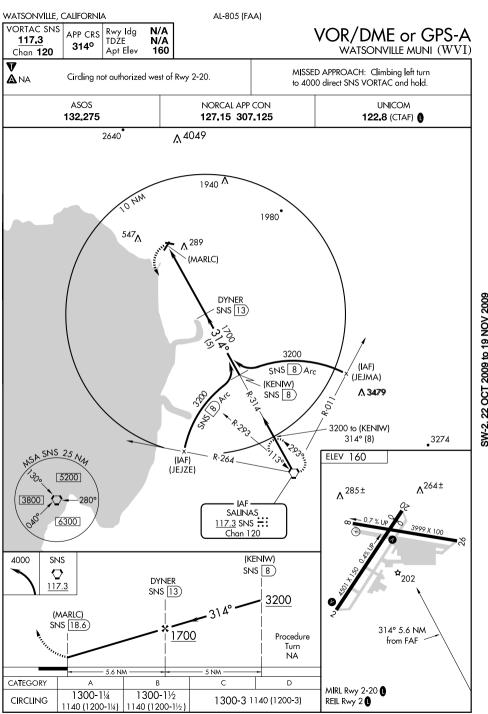


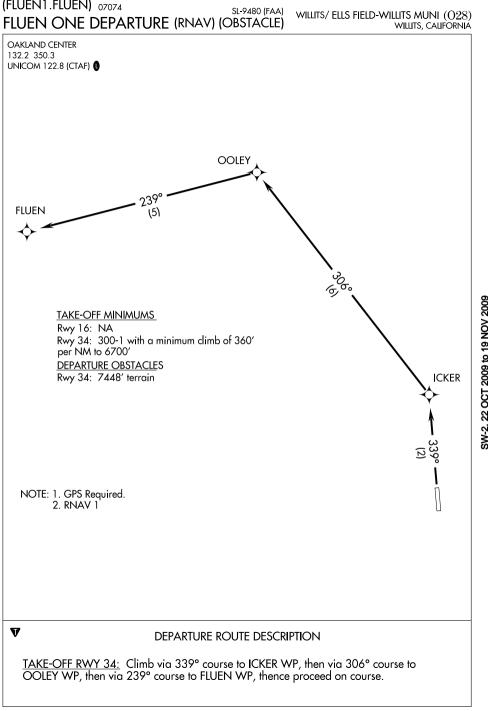


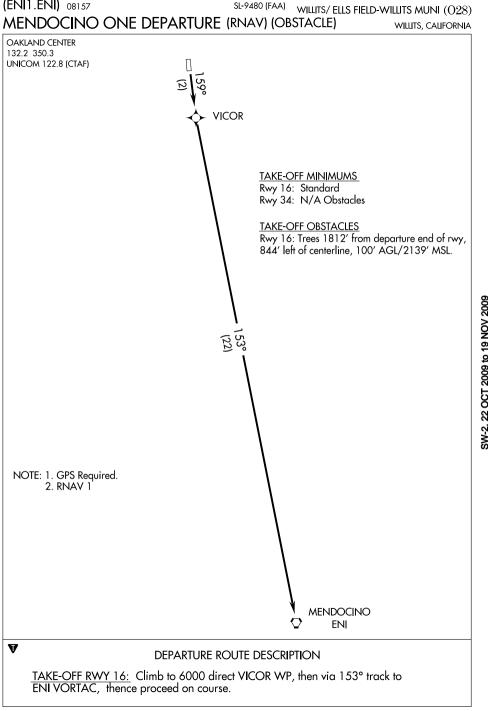


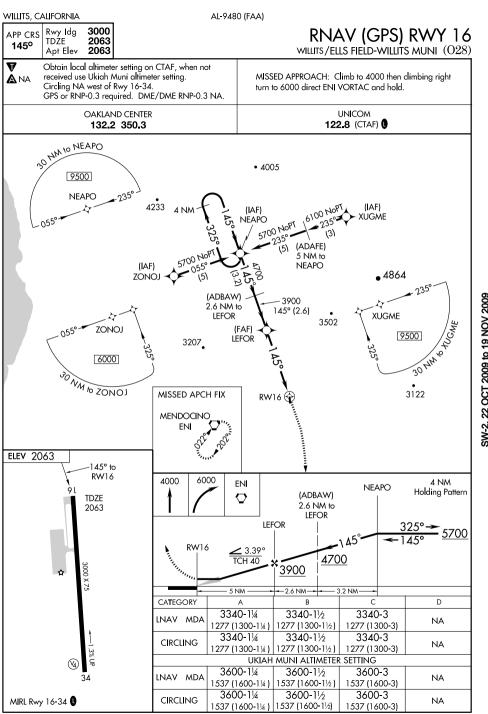












WILLITS, CALIFORNIA AL-9480 (FAA) Rwy Idg 3000 RNAV (GPS) RWY 34 APP CRS TDZE 2063 339° WILLITS/ELLS FIELD-WILLITS MUNI (028) 2063 Apt Elev V Obtain local altimeter setting on CTAF, when not received use Ukiah altimeter settina. MISSED APPROACH: Climbing right turn to 6000 direct Circling NA west of Rwy 16-34. ENI VORTAC and hold. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. UNICOM **OAKLAND CENTER** 122.8 (CTAF) 0 132.2 350.3 THUM THE PROPERTY OF THE PARTY • 3122 RW34 30 NM 10/GALO Samonica 9500 2959± **IGAYO** (FAF) 249° 4057 NIKBY **TREAS** 3360 (IAF) SW-2 22 OCT 2009 to 19 NOV 2009 **IGAYO** (IAF) 6000 NoPT NIKBY 6000 NoPT 2499 - 069° (7)**HERMT** (IF/IAF) 249° HERMT 069° Ny to HERMI IN 6000 MISSED APCH FIX 8500 MENDOCINO 30 NM to HERMT **ELEV 2063** 6000 VGSI and descent anales HFRMT 4 NM ΕN not coincident. Holdina Pattern **TRFAS** <u>∠</u> 3.00° RW34 TCH 40 3800 7 NM 5.5 NM CATEGORY Α D 2780-2 LNAV MDA 2780-1 717 (800-1) NA 717 (800-2) 2780-2 CIRCLING 2780-1 717 (800-1) NA 717 (800-2) (V<sub>4</sub>) **TDZE** UKIAH MUNI ALTIMETER SETTING MINIMUMS 2063 3020-11/4 3020-11/2 3020-3 LNAV MDA NA 957 (1000-11/4) 957 (1000-11/2) 957 (1000-3) 339° to 3020-11/4 3020-11/2 3020-3 RW34 CIRCLING MIRL Rwy 16-34 1 NA 957 (1000-1½) 957 (1000-3) 957 (1000-11/4)

